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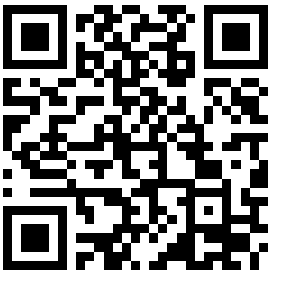

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## CARRYING TRADES' REVIEW

ESTABLISHED 1904

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.
The Official Organ of the Road Transport Industry.

ANNUAL SUBSCRIPTION £1 1s. INCLUDING YEAR BOOK AND DIARY

VOL. XXVII—No. 313.] OCTOBER 15, 1930. [PRICE 1/- NET.

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The
# World's Carriers
AND
## Carrying Trades' Review
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# The Road Traffic Act.

THE Minister of Transport has been exceptionally busy since the Road Traffic Act became law, not only in consultation with the officials of the Ministry, but in holding Conferences with important organisations connected with road transport and motoring, with motor manufacturers, insurance companies, and with the Trade Unions whose members are employed on road transport, as well as other bodies whose interests may be involved. A good deal of headway has been made and just recently Mr. Herbert Morrison, Minister of Transport, invited members of the Press to meet him to hear what had been done. Unfortunately, in our opinion, too much is left to the Minister of Transport and his powers under the Act are so great that within the limits prescribed by the Act he has full power to make regulations which may inflict great hardship on the road transport industry unless great care is exercised and consideration given to those associations and organisations which represent the various branches of road transport. The Minister of Transport stated that owing to the great amount of preliminary work it had been found necessary to postpone the operation of the first part of the Act to December 1st instead of November 1st, the date originally intended. For instance the order which deals with the construction and use of motor vehicles generally, which has been issued by the Minister of Transport, will take the place of forty existing regulations and orders and it is obvious that the views of all interested parties have to be obtained and considered before such an order can be issued. It is stated that the discussions with the insurance companies, on insurance against third party risks, have made good progress and it is expected that Part 2 of the Act will be brought into operation at the beginning of next year. This also applies to Part 3, which amends the existing highway law and includes the new highway code which is now being drawn up by the experts associated with the Minister of Transport. This highway code has to be approved by resolution of both Houses of Parliament and the clauses will not be compulsory, although they will have great weight and every user of the roads will undoubtedly find it to his advantage to be fully conversant with them and to conform to them as far as is practicable. Mr, Morrison does not expect Part 4, which deals with the licensing of public service vehicles, to come into operation before April 1st, 1931, although it is hoped that the Traffic Commissioners will have been appointed by the end of November. Part 5, which gives Municipalities power to run motor omnibus services without applying specifically to Parliament, is also expected to come into force on the same date.

At the meeting with representatives of the Press certain statements were made and have been variously reported in different press organs. For instance it has been stated in more than one newspaper that it will be compulsory on all heavy motor vehicles, both for passengers and goods transport, to have pneumatic tyres. This, we understand, is not correct so far as goods vehicles are concerned, although as in the past, every inducement will be made to owners of heavy goods vehicles to fit pneumatic tyres in place of solid rubber tyres. It will be remembered that similar action was taken with regard to steel tyres and to-day these are to all intents and purposes abolished from the roads. There is no doubt that increasing pressure will be exerted in favour of pneumatic tyres but this we understand is as far as any order issued by the Minister of Transport is likely to go. The effect and full meaning of Clause 19 is still a source of anxious enquiry and in this issue we give a further explanation of what is likely to be the effect, following a letter from one of our readers which appears in our correspondence columns. That the clause will have a very serious effect upon all long distance road traffic is quite certain and attempts to get round the hours for which drivers may be employed are not likely to be successful. It is one of those unfortunate



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cases where the innocent may suffer for the guilty few and the result of some employers working their drivers for long hours without adequate rest, is that the entire industry is penalised by having drastic restrictions made which cannot fail to have the most serious effect on the organisation of its business. There is one thing certain, and that is that our readers who are engaged in road transport for their livelihood will find it necessary to reorganise their business in many directions and they will need to watch with especial care the regulations which are shortly to be issued by the Minister of Transport.

# Comment on Current Topics.

## The Tragedy of the Airship.

As we write these words the funeral procession of the heroes of the ill-fated R.101 is passing through London on its way to Cardington for the interment of the bodies of those who were the victims of this awful tragedy. We add our tribute of homage to those which have been paid by the whole world to these gallant men who have laid down their lives for the advancement of air transport and whose loss we have been mourning during this past week, since the terrible news first broke upon the world. The collapse of the R.101 is a three-fold tragedy, the greatest being the loss of human life, including men who were technical experts in airship construction, perhaps holding between them an unrivalled knowledge of this branch of transport. It is a tragedy in itself that this able group of men should all have perished after the years of experimenting and gaining knowledge which had placed them in the front rank of aeronautical engineers. The second tragedy is the loss of the magnificent airship itself, representing an enormous sum of money and five years of intensive labour and experimental work. The third tragedy is that signified by the title of this note for it is indeed the tragedy of the airship. While we have nothing to say about the cause of the disaster at this time, we cannot help voicing our own views that the result must be to call a halt to airship construction, until the whole subject of lighter than air vessels has been exhaustively considered. There has always been a strong and educated body of opponents of the airship who have made their views known persistently. Those of us who, although not experts, have had the opportunity of going over and carefully inspecting both our great airships, R.100 and R.101, have realised how flimsy to the layman has of necessity been the structure and materials of which these gigantic vessels are composed. The result must be that except under ideal conditions the airship must be at the mercy of the elements and any hidden weakness in the framework must inevitably lead to disaster. We trust that after the full investigation which is to be made into the cause of the disaster the whole subject of lighter than air vessels as opposed to heavier than air vessels will be thoroughly explored before any fresh expenditure is made, or new work undertaken.

## Co-ordination of London Passenger Transport.

In this issue we give particulars of the scheme for the co-ordination of road passenger transport announced by the Minister of Transport, who has been holding many Conferences with representatives of the various bodies concerned in the passenger transport of London. The scheme which has been outlined follows the financial investigation made for several months by Sir William McLintock, the well-known chartered accountant, who was appointed by the Government for this purpose and it also follows the rejection of the Bill which had been all but passed in the last Government for dealing with this tremendous subject. The first thing which strikes us is the fact that the authority which it is proposed shall control all London passenger transport is not to be a municipal body but a Committee of business experts, in this respect approximating very closely to the plan adopted in the Bills which were thrown out by the Labour Government.

## The Institute of Transport—New Session.

On Monday, the 13th inst., Sir Arthur Stanley, the new President of the Institute of Transport delivered his Presidential Address at the opening meeting of the new session. The Address, an abstract of which appears in this issue, deserves the careful attention of all our readers, because Sir Arthur Stanley, while holding a distinguished position in the transport world, is not actively associated with any one branch and has been able to look at the subject in its broadest aspect and his views may therefore be considered an impartial summing up of the situation. His review of the present position of transport, covering rail, road, canal, and air, shows how closely the different branches of transport are interwoven and how essential a close measure of co-operation is in the best interests of the industry as a whole. His statement of the railway situation does not give much scope for optimism in spite of every effort which has been made to cope with the problem of decreased traffic, and with the prospect of constantly increasing competition through air transport as a new factor in the problem the difficulties of the railway officials are likely to be still further accentuated. His summing up of the transport situation gives food for thought to those who have not already realised that the trend of events, in the shape of Government restrictions and regulations, pointed to a greater measure of unification, with the danger of nationalisation still further ahead. As we believe wholeheartedly that the less the Government interferes with commerce and industry, the better for the country, we feel very strongly that it will be a bad day for all concerned when the whole transport of this country is unified under Government control and competition is eliminated. The provisos and safeguards suggested by Sir Arthur Stanley read well on paper, but in actual practice they are likely to be very broken reeds on which to lean for support. We are afraid the day is past when it is any good to suggest that Government should leave the industry to fight its own battles and work out its own salvation, but we do suggest, in the interests of commerce and the public generally, that competition should not be eliminated and that transport, under necessary regulations, should be allowed to carry on its work and serve the community as it has done in past years.

## British Association of Shipping and Forwarding Agents.

In our August issue we gave full particulars of the registration of this Association following its incorporation and in the report of the meeting given in this issue reference is made to this new step forward giving the Association a corporate existence and enabling it to develop its activities on broader and more influential lines. We need hardly say that we wish the Association full success in its work and our object in writing this note is to urge upon every shipping and forwarding agent his duty to support the work of the national body and so make it stronger to look after the interests of this important section of transport.

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## Furniture Warehousemen and Removers' Association—Autumn Conference.

We draw the special attention of every member of the removal and warehousing trade to the autumnal conference of the Association to be held on November 5th and 6th next, in London. Full particulars of the programme will be found on page 9, and it is hoped that a large gathering of members from all parts of the country will take part in the proceedings. A special obligation rests upon the London members who are the hosts of the Association on this occasion and who should make every effort to be present and to give the Conference their active support.

## Visits to the Port of London.

An innovation, which is to be heartily commended and upon which the officials of the Port of London Authority are to be congratulated, was the inauguration of a series of visits for the public, covering a clear week, to enable them to see something of the great Port in the midst of which they live, but of which they see very little during the ordinary course of their lives. Those of us who have had the opportunity from time to time of visiting the Port and going over its warehouses and seeing its shipping facilities and its great docks, know that it is a liberal education in itself and it was therefore an exceedingly good idea to give the general public an opportunity of forming their own judgment of the great Port of London upon which they are largely dependent for their food supplies. We hope that the successful results of this experiment will justify the Authority in arranging for further visits of a similar kind and that the example will be followed by others of our great ports.

## Volume Twenty-Seven.

The month of October marks the beginning of a new year for this journal and the present volume—No. 27, comes at a time when vast changes are about to take place in all forms of transport. For good or ill Government control on road transport has been growing with ever increasing strength and the burden of taxation and the pressure of restrictions and regulations has made the lot of the road transport contractor anything but a happy one. In the railway world although the Government have done their best to lighten the burden of the railway companies in more than one respect, they are still suffering under the trade depression which seems to grow ever deeper and more far-reaching. The road transport powers which were granted to them by Parliament have enabled them to develop a road policy and organisation and to effect certain much needed economies with respect to small branch lines which had been for years past a liability instead of an asset to the railway systems with which they were connected. The Minister of Transport is now busily engaged in drafting regulations and orders which will have a very serious effect on transport generally and there never was a time when there was greater need for constant vigilance and for increased service on the part of a trade paper such as the *The World's Carriers and Carrying Trades' Review*. This will be our aim and our policy during the ensuing twelve months.

# Obituary.

## Sir Sefton Brancker.

Air Vice-Marshal Sir Sefton Brancker, K.C.B., A.F.C., whose tragic death in the ill-fated R101 we deplore, in company with a host of those who were privileged to know him, was an outstanding personality in that branch of transport with which he had been so long associated. During his term of office as President of the Institute of Transport, in 1928/29, by his virile personality he brought Civil Air Transport to the front as a branch of transport worthy to rank with the older forms and no section of his friends will mourn his loss more sincerely and feel his absence more acutely than those with whom he came into such close contact in the Institute of Transport.

THE LATE SIR SEFTON BRANCKER.

Sir Sefton Brancker was born in 1877 and had, therefore, only reached the age of 53, but during this period he had lived a life full of activity and enterprise. Educated at Bedford and Woolwich, he obtained a Commission in the Royal Artillery in 1896 and served throughout the South African War, where he was wounded and mentioned in Dispatches. He served in India from 1903-1912 and while there he made his first flight as a military observer in 1910. From that time onwards his interest in everything to do with air transport grew with the passing years and his great energy and enthusiasm had a marked effect in the development of civil aviation, with which in his later years he was so closely connected, as the Director of Civil Aviation in the Air Ministry.

During the Great War he held various important positions, beginning as Deputy Director of Military Aeronautics, then Director of Air Organisation, and finally Controller-General of Equipment and Master-General of Personnel on the Air Council.

After the war, in order to develop civil aviation, he resigned his military position in 1919 to join the Aircraft Manufacturing Co., which had been formed by Mr. G. Holt Thomas. His services to the Air Ministry could not long be spared, however, and in 1922 Sir Sefton was appointed Director of Civil Aviation and threw himself whole-heartedly into the work of establishing and developing this section of the Air Force. In this important position he travelled extensively, wherever possible by air, and in 1924 he flew to India to survey the route for the projected long-distance air service. In 1919 Sir Sefton was created K.C.B. and was appointed Air Vice-Marshal in 1924, finally being elected to the highest honorary position in the transport world, as President of the Institute of Transport in 1928.

## W. N. Wright.

In past years Mr. William Newton Wright was a familiar figure at the meetings of the Furniture Warehousemen and Removers' Association and it is with regret that we record his death, at the age of 75, after an illness of several months' duration. He was the senior partner in the firm of Wright and Pankhurst, Transport & Removal Contractors, of Rye, an old-established firm founded some 80 years ago by his father. When the railway was made to Rye he was appointed its agent and built up an extensive business as a carrier and removal contractor. Mr. W. N. Wright was joined by his cousin, Mr. T. G. Pankhurst, about 30 years ago, and the business was then still further extended and additional accommodation was taken. Mr. Wright was for several years a Director of the Rye Gas Company and he also served on the Rye Harbour Commission. He was for a short time a member of the Old Rye Board of Guardians.

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# Personal Notes.

**A "Karrier" Appointment.**—Karrier Motors, Ltd., Huddersfield, have appointed Mr. G. Martin Gamble, A.M.I.Mech.E., as Sales Manager. He was formerly associated with the Company from 1910 to 1919, acting as their first Midland Agent in Birmingham and later joining them in Huddersfield on the sales staff, subsequently being appointed Sales and Advertising Manager. Owing to the rapid development of the business the transfer of the Works from Colne Road to the present site took place during this period, and he inaugurated the Sales Department of which he is again in charge. Mr. Martin Gamble has had long and varied experience. From 1905 to 1910 he was associated with T. C. Aveling & Co., Ltd., of Birmingham, and from 1919 to 1930 he was with Harris & Hasell, Ltd., of Bristol and London, and was for seven years London Director and Manager.

MR. G. MARTIN GAMBLE.

**Mr. George R. Stratton's New Appointment.**—The many friends of Mr. George R. Stratton, M.Inst.T., who since September, 1926, has been Municipal Sales Representative for Karrier Motors, Limited, Karrier Works, Huddersfield, will be interested to learn that he has just been appointed Manager of the firm's Municipal Department. Whereas, in the past, Mr. Stratton has concentrated on the passenger side of the industry, he will, in future, deal also with Municipal goods vehicles which range, in the case of Karrier Motors, Limited, comprises Road Sweepers, Street Washers, Gully Emptiers, Refuse Collectors, Tower Wagons, Breakdown Lorries and Tippers of varying types and capacities. Prior to Mr. Stratton joining the company, he was for a number of years General Manager of the Sunderland and District Transport Co., with which concern he had been connected for nineteen years, and previous to that he ably filled the position of Engineer to the St. Marylebone Borough Council.

MR. G. R. GREENBERGH.

**G. R. Greenbergh. New Diesel Lorry.**—Mr. G. R. Greenbergh, who was for many years with the "Sentinel" Waggon Works, Ltd., of Shrewsbury, and who for the past two years has been with Kerr, Stuart & Co., Ltd., of Stoke-on-Trent, engaged in introducing the Diesel lorry, has recently taken up a position with Walker Bros. (Wigan), Ltd. A new Department has been formed under the title of Pagefield Commercial Vehicles, Leybourne House, Regent Street, Stoke-on-Trent, and a new type of lorry, to be known as the Pagefield-Gardner Diesel lorry, has now been placed on the market.

**Ministry of Transport Appointments.** — Mr. Herbert Morrison, Minister of Transport, has appointed Mr. Aubrey Clark to be his Private Secretary in place of Mr. G. F. Stedman who has been promoted, and Lord Ponsonby, Parliamentary Secretary to the Minister of Transport, has appointed Mr. S. S. Wilson to be his Private Secretary in place of Mr. Aubrey Clark.

**Thomas A. Chambers, of Dublin.**—Owing to continued ill-health, Mr. Thomas A. Chambers, who is so well known to members of the furniture warehousing and removal industry, has been compelled to retire from active business. For many years past he has held an important position with the firm of Anderson, Stanford & Ridgeway and has been the representative of the Dublin Centre at the meetings of the Furniture Warehousemen & Removers' Association, in which capacity he has always taken a great interest in trade matters and by his breezy, brusque, and yet genial manner he endeared himself to those with whom he came in contact. We learn with regret that he is in very straitened circumstances and we are glad therefore to know that the Association is raising a fund from amongst the members to assist him in his need. Mr. Victor Brown, the well known Treasurer of the Association, is taking an active interest in this matter and will be pleased to receive and acknowledge contributions which may be sent to him by those who knew and appreciated the work done by Mr. Chambers.

MR. A. E. WILDEY.

**P.L.A. Canadian Tour.**—As announced in our September issue, Mr. A. E. Wildey, Public Relations Officer, Port of London Authority, is now touring Canada in the interests of the trade of the Port of London and in pursuance of the policy of the Authority of maintaining personal contact with overseas traders, particularly those in the British Empire. Mr. Wildey will deal with the subject either by way of address, lantern lecture or cinematograph film. He will attend meetings, which have been arranged by various Canadian Boards of Trade and Chambers of Commerce in the principal cities and towns from Quebec to Vancouver as well as in Newfoundland.

**Trowbridge Tyre and Rubber Co. (1929), Ltd. Changes in Head Office Staff.**—Mr. Donald G. Cameron has been appointed Sales Manager for the Trowbridge Tyre and Rubber Co. (1929), Ltd. Prior to his joining this Company in May last, many agents and users will no doubt remember him as occupying the position of London Sales Manager of the Seiberling Company. Mr. W. A. Starley will continue to act in his capacity as Southern Regional Sales Manager. The position of Manager of the firm's Service Department has been entrusted to Mr. Thomas Holden, who for many years has acted as Assistant Sales Manager of the Company.

**Obituary.**

Mr. Joseph Walker, the managing director of the road transport firm of Rigg Brothers, of Radcliffe, where he was one of the best known business men, died recently at Blackpool. He was 54 years of age.

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# The Institute of Transport.

## Presidential Address.

The first ordinary meeting of the 1930-31 Session of the Institute of Transport was held in the Lecture Theatre of the Institution of Electrical Engineers, London, on Monday, October 13th last, the Chair being taken by Sir Josiah C. Stamp, G.B.E., D.Sc., LL.D., the retiring President.

There were present, amongst others, the incoming President of the Institute, The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.; Past President: Mr. Roger T. Smith; Vice-President: Mr. A. L. Barber; Members of Council: Messrs. A. W. Arthurton, F. G. Bristow, J. McDonnell, Major Frank Bustard, A. L. Castleman, W. H. Gaunt, F. Handley Page and O. C. Power. Others who had intimated their intention to be present were: Past-Presidents of the Institute:—The Rt. Hon. Lord Ashfield of Southwell; Sir Lynden Macassey, K.B.E., K.C., and Sir Henry Maybury, G.B.E., K.C.M.G. Former Vice-President:—Sir Herbert Walker, K.C.B. Vice-Presidents:—Mr. R. Bell, C.B.E.; Mr. J. H. Follows, C.B.E., M.V.O., and Mr. Sidney E. Garcke. L.M. & S. Railway Company:—Sir John F. Beale, K.B.E.; Major Ralph Glyn, M.P.; Mr. A. E. Pullar, and Sir Harold Hartley, C.B.E., F.R.S. L. & N.E. Railway Company:—Mr. C. H. Newton. G.W. Railway Company:—Mr. Laurance Currie. Southern Railway:—Sir Charles L. Morgan, C.B.E., and Mr. J. W. Wild. Metropolitan Railway:—Mr. A. I. Belisha, and Mr. H. S. Chapman. Kindred Societies, etc.:—Commander F. P. Armstrong (Secretary, Royal Automobile Club); Mr. J. Beckett (Secretary, Municipal Tramways and Transport Association); Mr. W. Ashley Cummins (Assistant Secretary, Dock and Harbours Association); Mr. G. Cole Deacon (Secretary, Railway Companies Association); Mr. W. W. Grierson (President, Institution of Civil Engineers); Brig.-General Magnus Mowat, C.B.E. (Secretary, Institution of Mechanical Engineers); Mr. Loughman Pendred (President, Institution of Mechanical Engineers); Mr. Wallace B. Riche (Secretary, Roads Improvement Association); Mr. P. F. Rowell (Secretary, Institution of Electrical Engineers), and Mr. A. de Turckheim, O.B.E. (Secretary, Tramways, Light Railways and Transport Association).

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O., PRESIDENT, INSTITUTE OF TRANSPORT.

Before proceeding to the business of the meeting, Sir Josiah Stamp, in well-chosen words, referred to the terrible disaster which had befallen the Airship R101, and expressed the great loss the Institute of Transport had sustained in the tragic death of Air Vice-Marshal Sir Sefton Brancker, a Past-President of the Institute. The audience then stood in silence in memory of the gallant men who had fallen.

The proceedings opened with the passing of the usual votes of thanks for services rendered during 1929-30, and the Chairman then presented the Premium Awards in respect of the past Session, which were as follows:—

**Railway (Operating) Gold Medal.** Donor: The Railway Companies Association. To Mr. Ashton Davies, O.B.E., for his paper on "The co-ordination of transport."

**Railway (Engineering) Gold Medal.** Donor: The Railway Companies Association. To Sir Henry Fowler, K.B.E., for his paper on "Locomotive repairs."

**Road Transport (General) Gold Medal.** Donor: The Commercial Motor Users' Association. To Professor R. G. H. Clements for his paper on "Road engineering in relation to road transport."

**Aerial Transport Gold Medals.** Donors: Sir Henry White-Smith, C.B.E., and the Bristol Aeroplane Co., Ltd. To Herr Martin Wronsky for his paper on "German commercial air transport." To Mr. F. Handley Page, C.B.E., for his paper on "The achievements and possibilities of air transport."

**Water Transport Gold Medal.** Donor: The Dock and Harbour Authorities Association. To Mr. W. E. Tapper for his paper on "Causes of, and precautions against, congestion at ports, with special reference to the best methods of preventing congestion of traffic at ports."

**Institute Graduate Silver Medal.** To Mr. D. A. Lamb for his paper on "Vocational tests by the German Railway Company.

**"Modern Transport" Premium.** Donor: "Modern Transport." To Mr. F. L. Hick (Graduate) for his paper on "Excursion and special passenger traffic."

Sir Josiah C. Stamp then inducted his successor, The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., placing on his shoulders the Presidential Chain of Office welcoming him to the highest position in the gift of the Institute.

The new President then invited the acceptance by Sir Josiah Stamp of a memento of his year of office as President of the Institute.

### Presidential Address.

**THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.,** then arose amid applause to deliver his Presidential address.

He prefaced his address by asking the members to accept his few remarks not as that dignified and rather alarming thing called a Presidential address, but only as some thoughts and suggestions that had occurred to him in the course of his somewhat long association with tramways and various forms of motor transport. He had no real claim to represent either the tramway interests or those who were engaged in various branches of transport by motor, both public and private, except from the fact that he had, for many years, had the honour of being President of the Tramways, Light Railways and Transport Association, and Chairman of the Royal Automobile Club.

Of all the developments which had taken place in the post-war period, perhaps those associated with transport were the most interesting. The war had much to do with the phenomenal progress of road and air transport, but whereas developments of the road vehicle were in accord with commercial requirements, those associated with the aeroplane were calculated to enhance its value as a fighting unit rather than as means of improved communication. The last twelve years had witnessed the perfection of the former and the gradual improvement of the latter as an instrument of commercial transport. As a consequence of these improvements, the railways had lost their virtual monopoly in transport.

### The Position of the Railways.

The Railways Act of 1921 was doubtless a well-intentioned measure, but in the light of present-day facts its shortcomings were becoming manifest. The merging of the weak with the strong had artificially stimulated smaller railway systems and they were a burden on their more efficient and important partners, and further schemes of co-ordination and fusion would undoubtedly lead to their disappearance. The Act also provided for the regulation of charges with a view to the acquisition of a standard revenue, but statutory enactments, worthy though they be, practically prevented the railways from being administered in the same manner as ordinary commercial undertakings. The railways had failed to secure their standard revenue and there could be little hope of a surplus wherewith to secure a reduction in railway rates so long as large volumes of traffic continued to be diverted to road transport with the additional threatened competition by air. Unfortunately the authors of the Act appeared to have ignored the fact that rates could not economically be fixed at a figure beyond what the traffic would bear.

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The railway companies had now secured the right of carrying goods and passengers by road irrespective of whether the traffic was to use the rail, and the agreements which they had since entered into with passenger-carrying undertakings had confirmed their oft-expressed desire to secure co-ordination rather than to indulge in extensive competition. On the goods side the railways had not yet made extended use of their road-carrying powers and had taken the wiser course of improving their freight services, and in so far as road transport was concerned, it was difficult to see in what manner they could do more. On the other hand, there must be many branch lines which could not be remunerative and which should forthwith be closed, and Parliament should assist the railways by passing an Act enabling them to close branch lines where, in the opinion of the Railway Rates Tribunal or the Minister of Transport, such action appeared justified.

In general it would seem that the railways must rely increasingly on efficient organisation and effective salesmanship. It was possible that the future would witness a much greater exploitation of the road vehicle in the pursuit of economies in railway goods traffic working. An extension of the container system in conjunction with fast goods trains might in time reduce the volume of long-distance traffic which now went by road. It seemed imperative that the rail and road interests should come to some businesslike agreement. Investigation might well indicate the possibility of increased profits from the carriage, in containers, of otherwise road-borne goods at a cost well below the price charged for haulage by road. The business could still remain in the hands of the road transport undertaking, and though the traffic would be transported by rail at a reduced rate the railway company would still gain from the carriage of freight that would otherwise use the highway. Co-operation between the carrying interests, and the adjustment of charges to meet special circumstances, would together in the long run, enable traffic to find its best and most economical channel, and at the same time, to yield fair profit to the transport agencies. Transport was a commodity which the railways must sell in the face of growing competition. Were the railways satisfied that they had the right type of man to exploit their commodity, and had they taken steps to educate him in the art of salesmanship?

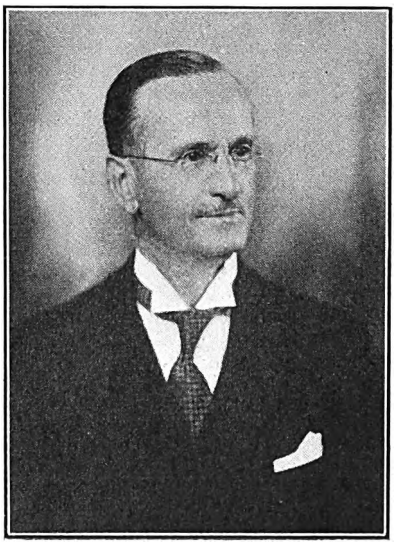
The railways must be relied upon as the main arteries for the bulk of the passenger and merchandise traffic of the Kingdom. Should long-distance or any other road services be proved to be more economical than railway services, the railways must still be maintained.

### ROAD TRANSPORT.

Road transport would certainly increase and the fact that its development would inevitably lead to increased taxation, demanded that it should be subject to proper control and supervision.

He welcomed the provisions of the Road Traffic Act. It remained to be seen to what extent the area traffic commissioners, to be appointed under the Act, would be successful in securing the inter-working of railway traffic with the bus services on the outer rim of the large cities, without which substantial relief to street congestion would not be secured. The successful working of the Act would depend upon the impartiality, goodwill and discretion exercised by the traffic commissioners who would possess almost unlimited powers over the conduct of the passenger road-carrying industry. It was to be hoped that whilst encouraging the extension of the services of the large and well-regulated undertaking, they would not ignore the claims of the small operator who, in many instances, had done pioneer work and whose interests should consequently be safeguarded.

Apart from the question of hours of work and speed of vehicles, the Act was not applicable to those engaged in the haulage of goods by road, but it would seem that many of those so engaged would welcome such an extension of State regulation with a view to ensuring the mechanical fitness of the vehicle and the *bona fide* character of the operator. On the other hand many others representative of old-established undertakings, deprecated an appeal for State interference and preferred to carry on their businesses in their own way and, if necessary or advisable, make their own arrangements for co-operation with the railways, as had those associated with the passenger-carrying side of the industry. In other words, they would prefer to remain independent and suffer present disabilities than face what they regarded as the irksome restrictions of State regulations. And who should blame them? When it was remembered that it was within the power of any commercial or industrial firm to introduce its own fleet of vehicles, the moment it seemed desirable so to do, it was possible to conceive the harmful effect upon the professional road haulier of any disturbance by legislation with his normal methods of business. Moreover, State regulation was likely to depreciate rather than improve his position in any negotiations he might undertake with the railways.



MR. A. WINTER GRAY, SECRETARY, INSTITUTE OF TRANSPORT, TO WHOM THE RETIRING PRESIDENT PAID A HIGH TRIBUTE OF PRAISE.

### INLAND WATERWAYS.

Turning to the question of inland waterways, the President said it was probably true to say that little or nothing had been done to improve the waterways since their construction well over a century ago. A few of the canal enterprises, however, had been maintained in a state of efficiency and were still able to hold their own with the railways, whilst a notable step was taken some eighteen months ago in the amalgamation of certain waterways in the Grand Union Canal system.

Mr. Neville Chamberlain's Committee, in a report published in 1921, expressed the opinion that some of the more important canals, if given a fair chance and put under unified and competent management, could be capable of playing a very important part in the transport system of the country and recommended the formation of seven groups in which canal control and operation would be taken over by public trusts.

### UNIFICATION OF THE RAILWAYS?

In his final remarks Sir Arthur Stanley referred again to the railways. Despite the provisions of the Railways Act, charges could not be raised above a level dictated by the influence of competing methods of transport in those traffics susceptible to competition, and by the ability to pay in the case of those traffics which alone could be carried by rail. That fact, coupled with the need for maintaining wages and conditions of service at a reasonable scale, might lead ultimately not only to the unification of the railways, but to the organisation of all branches of transport, both of goods and passengers, under one central administration. In some quarters complete unification was regarded as inevitable. In such event the total abolition of competition would need a counterbalance in the shape of adequate safeguards in the public interest. If wisely directed on commercial lines, unification would be productive of substantial economies in traffic operation. The step would, therefore, be of considerable advantage from the national point of view, always provided that the revised organisation was kept free from political influences. Commercial principles must prevail. The transport executive must be a business executive with its finances unaffected by those of the State, and its property remaining in the hands of the shareholders. In such manner would it be possible to build up a sound and profitable undertaking operating in all interests of its proprietors and the public, co-ordinated services by rail, road and air. It might be that the future of transport lay largely in the air. If so, the central authority must have the necessary powers to secure developments in that element.

Mr. Roger T. Smith, a Past-President of the Institute, proposed a hearty vote of thanks to Sir Josiah Stamp for his services during his year of office as President, and referred in eloquent terms to the prestige which he had conferred on the Institute in that office; this was received with acclamation. Mr. Smith then proposed a vote of thanks to Sir Arthur Stanley, the new President, for his inaugural address and this was received in the same enthusiastic manner. Sir Josiah Stamp and Sir Arthur Stanley both briefly responded.

At the close of the meeting the President held a reception and light refreshments were served.

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# Co-ordination of London Passenger Transport.

The Minister of Transport recently met in successive conferences representatives of the various bodies concerned with the provision of passenger transport in and around London. He was accompanied by the Parliamentary Secretary to the Ministry and the bodies represented were the following:— the local authorities owning tramways in the London Traffic Area, namely, the London County Council, Middlesex and Hertfordshire County Councils, the County Boroughs of Croydon, East Ham and West Ham and the Barking, Bexley, Dartford, Erith, Ilford, Leyton and Walthamstow Councils, the Underground Group of Railway, Tramway and Omnibus Companies, the Metropolitan Railway, The Association of London Omnibus Proprietors, Messrs. Thomas Tilling, Messrs. Tillings and British Automobile Traction Company and the four Amalgamated Railway Companies.

Mr. Morrison thanked the Authorities and the Companies for the assistance which in general they had given to Sir William McLintock in the inquiries which he had been conducting on behalf of the Government, and explained that while these inquiries were not yet in all respects complete, the Government proposed to proceed at once with the object of introducing legislation, and to open discussions at a very early date. In view of the admitted urgency of the matter it was desirable that there should be no avoidable delay.

He said that he had always felt that there was an urgent need for a wide measure of co-ordination of the undertakings engaged in passenger transport in the London area. Recognition of this need had not been confined to any one political party or to any one group of interests concerned in London Transport. It had been recommended in varying forms by successive Commissions and Committees who have considered the question of Transport in London, culminating in the Report of the London and Home Counties Traffic Committee issued in 1927 and widely known as the "Blue Report." Where there had been some differences of opinion was as to the measures to be adopted to bring about the desired end. In other words there had been a general unity of opinoin as to the end to be achieved, but considerable diversity as to the means.

When he came into Office this subject formed one of his first pre-occupations. Mr. Morrison recalled the announcement which he made in Parliament on the 2nd December, 1929. In that statement the Government had outlined its policy as follows:—

(i) That uneconomic and unnecessary competition must be eliminated.

(ii) That the objects in view could best be achieved by securing unification under public control of passenger transport by omnibus, tramway or local railway in the London Traffic Area. A single and simple form of public ownership should, therefore, be substituted for the complicated net work of separate private and municipal interests now existing.

(iii) The principle of public ownership should be combined with the principle of commercial management, thus ensuring the advantages of vigorous business enterprise.

The Government believed that by this means London Passenger Transport as a whole could be made a sound business proposition, ensuring a safe and reasonable return to the capital invested in it, by the elimination of waste and a steady and progressive development of the facilities required in the public interest.

The Government accordingly proposed to create a new statutory public body, which would embrace:—

the railway, omnibus and tramway undertakings controlled by the Underground Electric Railway Company of London Limited;

the Metropolitan Railway;

the Tramway undertakings owned by Local Authorities within the London Area: and

other omnibus undertakings operating within the London Area.

This new body would be charged with the future management, operation and maintenance of one consolidated undertaking, and with the duty of making provision for further facilities as and when required.

It was not to be assumed that the above list of undertakings was necessarily exhaustive. There might be other undertakings allied to those mentioned which for various reasons it might be deemed necessary or expedient to acquire.

Dealing with the position of the Suburban lines of the Amalgamated Railway Companies, the Minister said that in view of the fact that they are inextricably bound up with the main lines there would be great difficulties in bringing these lines into any scheme of unified ownership, and that the Government did not contemplate that the existing ownerships should in this case be disturbed. Arrangements should, however, be made which while having proper regard to the public interest would be fair to the Amalgamated Companies and would enable the Suburban lines, which play an important part in carrying London's passengers, to discharge their proper function in a fully correlated scheme of transport.

In proposing the transfer of these public transport services to public ownership under a body of the nature mentioned the Government was not taking a leap in the dark. Already Parliament had recognised the necessity in many cases of entrusting essential national or local services to public bodies of this nature, such as the Port of London Authority, Metropolitan Water Board and the Central Electricity Board.

The Minister proceeded to deal with certain leading aspects of his proposals.

He said that he had given very careful consideration to the nature of the Traffic Authority. He started with a bias in favour of a joint municipal body representative of the Local Authorities in the area, but in the end he came to the conclusion that for this particular task it would not be the appropriate type of Authority. He had himself served on a number of indirectly elected *ad hoc* bodies functioning in Greater London. They had done very good work, but he did not regard them as a fully satisfactory instrument of local administration, and much less could he regard such a body as being suitable for conducting a huge business enterprise requiring day-to-day decisions on matters such as would confront the proposed combination of transport undertakings. It would be difficult for leading members of the Local Authorities to find time to serve on a new joint municipal body if it were established, and its numbers would inevitably make it unwieldy. Further, his own experience of joint authorities was that there was too much "joint" and not enough "authority" about them. If there had been a directly elected municipal body covering a wide area already in existence, the situation might have been different.

The Government of course recognised that the constitution of the board was a matter of the greatest importance. While they had not come to final conclusions as to its precise composition they aimed at combining business-like management with public ownership by the creation of a small Board consisting of persons of proved business capacity. Every effort would be made to secure the services of a Chairman who would combine business acumen and vigour with wide knowledge and experience, and who could be trusted to ensure that the appointment of officers of the Board would be governed by considerations of efficiency.

The Government intended that the Board would be such as would command the confidence both of the investing public and of the users of transport in London, and that proper contact should be maintained between the Board and public opinion. Such a Board should function as freely as possible from political interference so far as questions of management were concerned.

Provision would be made in the Bill for securing fair and proper treatment for officers and employees of the undertakings to be taken over. He was anxious to utilise the experience and abilities which existed in the present undertakings.

Mr. Morrison said that it would be undesirable in advance of the discussions, to lay down definitely the sphere of operation of the Traffic Board. It was, however, fairly obvious that all passenger services by road which served London and its immediate surroundings must be concentrated in the hands of the Board. At the same time regard should be had to the provision of through facilities where public convenience so demanded, and it might, therefore, be undesirable to define too rigidly the area over which the Board might operate, or to limit their activities entirely to the area, whatever it might be, for which they would be responsible. Long distance road services between London and provincial centres would require to be considered in relation to the functions and powers of the new Board only in so far as they might compete with the services to be provided by the Board by picking up and setting down passengers within a prescribed distance of London.

The new Authority would have no interest in extending particular forms of transport. It would have no tramway, tube or omnibus bias. Its transport policy would be determined by technical fact and the pubilc interest. It would be able, as no present undertaking could, to look at London passenger transport as a whole. Any attempt to solve the problem on the basis of a private monopoly would involve setting up an elaborate superstruction of official regulation, check and control.

The Minister invited the various parties to appoint representatives to continue discussions in detail.

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# Road Traffic Act.

## Some Further Notes on Clause 19.

By R. P. Bailey.

Secretary, National Road Transport Employers' Federation; London Cartage and Haulage Contractors' Association.

It is apparent from the many questions which have arisen that there is considerable difficulty as to how Clause 19 of the Act can be operated.

It is important to consider that the primary object of the clause is to protect the public against the risks which arise in cases where the drivers of motor vehicles are suffering from excessive fatigue, and with this object in view it sets out *inter alia* that :—

(a) A man shall not drive a vehicle for more than a maximum of eleven hours in any period of twenty-four hours commencing two hours after midnight;

(b) A driver shall have ten consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any driving period;

(c) Any time spent by a driver on other work in connection with a vehicle or load carried thereby, shall be reckoned as time spent in driving :

These are the principal factors. "A" and "B" are fairly explicit but attention might be drawn to a distinction as between the twenty-four hour periods. "A" definitely prescribes it as between 2 a.m. and 2 a.m. whilst in "B" it is calculated from the commencement of the driving period.

It is upon the construction of "C" that doubts appear to arise and it is admitted that there is some ambiguity as to the interpretation to be placed on the words "other work in connection with the vehicle," and these doubts can now only be determined by a Court of Law. The main question arising is as to whether a relief driver travelling on a vehicle and doing no work of any kind until he actually takes over is doing work in connection with a vehicle or its load. I have sought advice upon this point and I have framed my replies to the following questions in accordance therewith.

It should be clearly understood that although the Act limits the driving time to eleven hours in a twenty-four hour period that actual period of employment can be spread over 14 hours.

The following questions cover all the points which have been addressed :—

(1) What actually can a driver do in his rest hours and can he be travelling to a distant point to relieve a driver who would then have completed his eleven hours driving?

There is only one answer to this question. The ten hour rest period is entirely at the disposal of the driver and the employer can make no claim upon the driver's services during that period.

(2) Would it be in order under the Act to send a driver with an urgent load from say South Wales to Lancashire and to send a relief driver by train to take over say at Manchester?

The point of the question is, would the time spent by the relief driver in travelling by train be deemed to be "driving time"? Yes! It would be regarded as time spent in connection with the vehicle and if the measure of such time was say four hours up to the time of taking over the vehicle that relief driver must not spend more than seven hours in driving and this, of course, must be broken by half-an-hour's rest. This answer applies whether the travelling is done by train, char-a-banc or any other method.

(3) Would it be in order for a relief driver to actually travel on the vehicle which it is intended he shall take over at the end of the two 5½ hour shifts if he has express written instructions that he must not under any circumstances do any work on the vehicle until he relieves the other driver?

No! The relief driver having received "written instructions" emphasises the fact of his "employment," and those instructions being to the effect that he is to take over the vehicle at a specified time demonstrates that his employment is in connection with the vehicle.

If a relief driver is sent with the vehicle his time counts from the time he joins the vehicle and as this would correspond with the time of the first driver both their driving periods would expire at the same time even although the relief driver may not have touched the wheel during that period.

(4) Would conditions outlined in the previous questions be brought within the working hours as laid down in the Act if the driver travelling as an intended relief was paid a travelling allowance even although he would be resting and not performing any work?

Yes! The position would in no way be altered by the substitution of the term "travelling allowance" for "pay." The man would be deemed to be in employment.

(5) Do these conditions apply to the Owner Driver?

Yes! Absolutely.

# British Industries Fair.

## Birmingham, February 16th to 27th, 1931.

More than a hundred new exhibitors in the forthcoming Birmingham Section of the British Industries Fair are taxing to the utmost the resources of the eleven-acre permanent building on the City boundary.

Closer grouping of exhibits, on the system introduced two years ago, and now almost completed, under a gradual process, in order to avoid disturbance to business at the Fair, has had many advantages in the economic use of space, as well as in bringing allied or inter-dependent industries to nearer relationship.

The schedule of British goods displayed exclusively in Birmingham comprises: Engineering, Electricity, Gas, Power Plant, Machinery, Heating and Cooking, Hardware, Ironmongery, Brassfoundry, Metals, Building, Public Works, Roads, Mining, Transport and allied industries.

The Heavy Section of the Fair, since its inception, has been accepted as a barometer of rise and progress in the staple industries of the country. Next February's display in Birmingham will, in like manner, register the remarkable advances recently made in the electrical industries. This Section will be of far larger dimensions than ever before, close upon a hundred important firms taking part.

# Road Vehicles—Great Britain.

A return has been issued by the Ministry of Transport giving particulars of the number of motor vehicles registered for the first time under the Roads Act, 1920, during the month of July, 1930. Copies (Price 2/6d.) can be obtained from His Majesty's Stationery Office, Adastral House, Kingsway, W.C.2.

The number of new motor vehicles registered was 29,018 compared with 34,332 in July, 1929, the figures for the several classes being :—

| | July 1930 | July 1929 |
|---|---|---|
| Cars taxed on horse power | 13,448 | 16,271 |
| Cycles | 9,429 | 10,895 |
| Hackney Vehicles | 1,111 | 1,454 |
| Goods Vehicles | 4,555 | 5,271 |
| Other Vehicles | 475 | 441 |
| | 29,018 | 34,332 |

The return shows the number of each class of vehicle registered for the first time by each licensing and registration authority analysed in detail according to various taxation scales, e.g., motor cars under headings of horse power, goods vehicles under headings of unladen weight, hackney vehicles under headings of seating capacity, etc.

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# Road Traffic Act.

## Some Suggestions and Criticisms.

(By a Special Correspondent.)

Much has been written concerning the new Act but few constructive criticisms have appeared in print. The first difficulty will be for the motorist to learn the standard desired by the authorities. The impending issue of the Highway Code will be a great assistance and it will also do much to suppress the vexatious local standards, and idiosyncrasies, from which motorists have suffered in the past.

Immediate regulations are required for traffic in the open country, on the question of "right of way" at cross roads, the main road traffic must be given priority unless all traffic is to be slowed up unnecessarily, the onus, in case of an accident, should rest on the car entering the main road.

To stop those drivers who habitually hold the crown of road and the practice of "cutting in," the roads should be divided into traffic ways by white lines; for example, a narrow road can be divided into three lines of traffic, no vehicle being allowed to use the centre section, except it is overtaking and passing; this would not only expedite the flow of traffic but would make the roads safer. These regulations are in force in California and in other States in America and have met with universal approval.

The regulation of traffic in towns is a special subject, which requires not only high technical knowledge, but also a careful study of the particular eccentricities of the town in question. For instance, the Traffic Authorities of Los Angeles, which is probably the best regulated traffic in the world, and the town in which the percentage of cars to people is higher than in any other, is entirely different from that of New York in one simple thing, viz., that in New York the vast bulk of the traffic runs North and South, the length of the City, with comparatively little cross-road traffic, whereas, in Los Angeles many of the cross-streets carry almost as heavy a volume of traffic as the main road. This entails careful regulation of the automatic signs, which are such a boon to pedestrians as it prevents them dropping carelessly off the pavement into the traffic stream, and leads to traffic being almost silent as regards motor horns, a thing which surprises many visitors to the City.

An increase is required in the number of places in London, where a turn to the right is forbidden; where this has been enforced there has been much less congestion.

A great deal can be done by minor regulations, which would entail no hardship on any reasonable driver and which would be generally acceptable. I refer to prevention of dazzle by correct adjustment of head lights, adoption of "dipping" head lights, the unnecessary brilliancy of some side lights. The use of mechanical signalling to show stop, turn Right and Left not only to following traffic but for the benefit of oncoming vehicles and policemen on point duty. This device is compulsory in Berlin and aids the police enormously.

It is to be hoped that the staff to be appointed under the new Traffic Act, will be travelled men who have gained their "traffic sense" under widely varying conditions, and who can view traffic problems such as are mentioned above in the light of an extensive practical experience. We cannot afford the time or money to repeat the experiments which for good or evil have been tried out elsewhere.

# Institute of Transport.

## Suggested Continental Tour and Congress, 1931.

The Council of the Institute of Transport has considered a proposal that next year, in place of a Congress in this country, a Continental Tour and Congress should be arranged and be open to all classes of members of the Institute; also that ladies be permitted to accompany members as unofficial participants.

It is suggested that the tour should take the form of inspections of Italian transport undertakings and works and visits to certain centres of transport and cultural interest in Italy; that the party should leave London on a Saturday afternoon towards the end of May or early in June, 1931, and that the tour should occupy approximately 16 days.

The following provisional itinerary has been proposed:—

London to Como, *via* short sea service, Basle, thence by day-light travel through the delightful scenic route—Lucerne, Brunnen, Altdorf, Andermatt, Goschenen (for St. Gotthard Tunnel), Bellizona, Lugano and Chiasso; Milan; Venice; Florence; Rome; Genoa; Turin; return to London *via* Paris.

While it is not possible at this date to give an estimate of the cost of the tour every endeavour would be made to arrange terms which would not be beyond the means of the younger members in particular. Two classes of travel and hotel accommodation would be available. It will be appreciated that more favourable facilities are usually procurable for a large party than for a small one.

The offices of the Institute are at 15, Savoy Street, Victoria Embankment, London, W.C.2.

# Furniture Warehousemen and Removers' Association.

## Autumnal Meeting in London, November 5th and 6th, 1930.

The Bi-Annual meeting of members of the Furniture, Warehousemen and Removers' Association will be held at the Hotel Victoria, Northumberland Avenue, London, W.C.2., on November 5th and 6th, next.

The programme which is subject to variation is as follows:

Wednesday, November 5th.

General Meeting. Amongst other matters on the Agenda are the following:—

Extraordinary General Meeting.

*Morning Session.*

11.30 a.m. (a) To consider and adopt (with or without modifications) revised Articles of Association.

(b) Report of Special Sub-Committee re non-members advertising for Return Loads.

*Afternoon Session.*

2.30 p.m. (c) Railways and Removals Traffic.

4.0 p.m. (d) Suggested Issue of Certificates of Membership to Members of the Association.

(e) Proposition re Conferment of Degrees.

(f) Suggestions as to augmenting the Benevolent Fund.

*Open to non-members by invitation of members.*

6.30 p.m. Reception.

7.0 p.m. Dinner and Musical Entertainment. Evening Dress (Optional). Members and Ladies Tickets, 12/6 each (excluding wines).

The following gentlemen have accepted an invitation to be the guests of the Association and to speak at the Dinner; Sir Francis Goodenough (President of the Incorporated Sales Managers' Association, and Chairman of the Government Committee on Education for Salesmanship); Mr. Frank Pick, Ll.B., M.Inst.T. (Managing Director, The London Underground Railways, and the London General Omnibus Co., Ltd.

Thursday, November 6th.

9.45 a.m. Visit to A.E.C. motor works at Southall, Middlesex.

1.15 p.m. Lunch at Holborn Restaurant, London, W.C.1., at the invitation of the London Centre.

As this is a most important Association gathering, it is hoped that there will be a large attendance of Members and their Ladies. Members are particularly urged to make it a pronounced success.

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# Progress Made with the Development of the Heavy Oil Engine.*

**By W. Vane Morland, A.M.I.Mech.E., M.I.A.E., M.Inst.T.,**

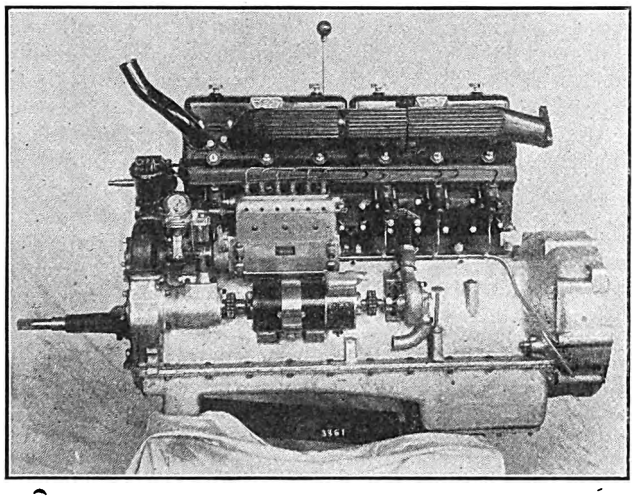
**General Manager and Engineer, County Borough of Walsall Tramway and Motor Services.**

IN introducing the subject the author stated that the use of the term Diesel was in a descriptive sense only as there was no well-defined line of demarcation between the various types of so-called Diesel engines.

Proceeding, Mr. Morland reviewed briefly the development of the internal combustion engine from the year 1876, showing how latterly the Diesel engine had made tremendous progress as a motive power for ships. After referring to the enormous progress and development made during the war period, when the entire resources of the automobile industry were concentrated on the production of motor vehicles and aircraft, he mentioned that as a result of the experience gained during the war motor manufacturers found themselves in possession of a wealth of reliable petrol vehicle data with which to fashion new instruments of transport.

He then went on to say:—

To-day, Britain has definitely outstripped the remainder of the world in the provision of road transport ser-



OUR ILLUSTRATION SHOWS A NEAR SIDE VIEW OF THE A.E.C. HEAVY OIL ENGINE (ACRO LICENCE) SHORTLY TO BE PRODUCED BY THE ASSOCIATED EQUIPMENT CO., LTD.

vices, whilst her Automobile manufacturing industry is among the most progressive and properous in her thousand and one trades and activities.

And now, at a time when it had begun to appear that no more radical changes could be expected in the development of the road transport industry, history is again repeating itself, and the Diesel engine, that little understood form of mechanical energy, has entered the field of road transport to compete with the petrol engine for the eventual supremacy.

It was sheer necessity that urged the German Automobile Engineers to redouble their efforts to develop a highly efficient Diesel engine for road transport purposes. Bottled up and remote from the oil fields as they were during the great war, the Diesel offered a substantial measure of relief in the sense that it could consume a comparatively low grade of fuel oil. The increasing reliability, efficiency, and the economic advantages of these engines, focussed the serious attention of the British road transport industry in 1928, when it was made known that the Dewar Trophy was awarded to the Mercedes Benz Diesel engined lorry for the most meritious performance of the year by an internal combustion-engined vehicle. The remarkable performance of this vehicle had previously engaged the attention of the author, and he was able to report to the General Managers at their annual meeting at Portsmouth, in 1929, that the data available indicated that the fuel costs of operating a double-deck bus in this country with a similar type of engine would be approximately ½d. per bus mile. The subsequent practical experiments by the Sheffield Corporation with a Mercedes Benz Diesel-engined bus, and the subsequent experiments of the Walsall Corporation have proved this calculation to be correct.

The Gardner engine, as installed in one of the Walsall Corporation buses, is a high-speed compression-ignition oil engine of English manufacture. The author understands that similar-engined buses are being completed for the Sheffield and Leeds Corporations, and that one or both of these may be available for the Conference.

The engine is the 4-cylinder type developing 38 brake horse power at 1,000 revolutions per minute rising to 50 B.H.P. at 1,300 R.P.M. The governor cuts in at approximately 1,350 R.P.M. this being the maximum number of R.P.M. which is permitted at present. The engine is installed in a four year old Dennis "E" type chassis (fitted with a 32-seater single-deck body) with of course the petrol engine removed. It was intended to fit a 6-cylinder engine but this was found impossible on the Dennis "E" type owing to restrictions of space.

The following table shows the comparison of the fuel costs:—

| | | Total £ |
|---|---|---|
| Single-deck petrol engined omnibus running 100 miles per day for 300 days per annum:— | | |
| Average number of miles per gallon | 8. | |
| Average petrol cost per bus mile | 1.625 pence. | |
| Cost of petrol | 1/1 per gallon | 203 |
| Single-deck heavy oil-engined omnibus running 100 miles per day for 300 days per annum:— | | |
| Average number of miles per gallon | 18. | |
| Average oil fuel cost per bus mile | .222 pence. | |
| Cost of oil fuel | 4d. per gallon | 28 |
| Saving per annum | | £175 |

With a fleet of 100 single-deck heavy oil-engined motor omnibuses, the saving of fuel would be £17,500 per annum, of which it should be noted that £6,250 is represented by taxation when using petrol, the oil fuel of course being tax free.

Assuming that petrol was tax free, the saving on present prices would be £11,250 per annum per 100 vehicles in commission.

The consumption of lubricating oil is also superior to that of a petrol engine, largely owing to the lower working temperature of the engine, whilst the quality of the lubricating oil remains good for a longer time because it is not subjected to such high temperatures.

The storage of fuel oil does not entail the same difficulties as those of petrol. The fire risk on vehicles and in confined buildings such as garages is reduced to a minimum, as the flash point of the fuel oil is about 170° F.

The Associated Equipment Company, of London, one of the largest and best known concerns in the British Automobile manufacturing industry, have for some considerable time devoted a good deal of energy and considerable proportion of their extensive experimental shops to the evolution of suitable high-speed oil engines for road transport purposes, which have culminated in a number of engines being built on what is known as the Acro system. Extensive endurance tests have been carried out with these engines installed in lorries, and sufficient experience has now been gained to justify the company in putting the first hundred of these vehicles into production for immediate sale to the road transport industry. The author recently tested out one of these oil-engined vehicles which was carrying a load of 6½ tons when a speed of over 40 m.p.h. was obtained. The general performance of the machine proved to be exceedingly gratifying.

The Acro system employed in these engines may be regarded as a sort of half-way house in the sense that it belongs neither to the precombustion chamber of engine, nor to the open combustion chamber type. In this system the combustion chamber is divided into two parts of approximately equal volume.

One part of the combustion chamber is directly in connection with the cylinder bore, and the other part is contained in a separate chamber or cell fitted in the cylinder

* Extracts from paper read at the Annual Conference of the Municipal Tramways and Transport Association at Harrogate.

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head, and connected to the other by means of a short restricted passage; the shape of the whole combustion chamber being roughly that of an egg in an egg cup.

The fuel from the atomiser is sprayed into that part of the combustion chamber which is connected directly with the cylinder, and the spray is aimed towards the passage connecting the two parts of the combustion chamber. The fuel is injected shortly before the end of the compression stroke, the actual amount of advance depending upon the speed at which the engine is running, and varies from about 12 degrees to 25 degrees before the dead centre is reached. The compression ratio employed is 15.5, as compared with about 5.1 for a petrol engine, and the heat of compression is sufficient to ignite the oil. A short interval of time elapses between the commencement of injection and the moment of ignition, but ignition starts before the whole of the fuel has been admitted into the combustion chamber, and the maximum pressure is reached a few degrees after passing top dead centre. Practically no fuel is burned within the air cell, almost all the combustion taking place within the main combustion chamber, which connects directly with the cylinder.

For starting the engine from dead cold, a heater plug is provided in each cylinder. This consists of a short coil of high resistance wire, which is so placed as to lie just in the outer edge of the fuel spray. This coil is heated electrically when starting up, the current being cut off as soon as the engine is running. Once the engine is hot, or even warm, it is quite unnecessary to utilise the heater plugs, as the engine will fire the moment it begins to turn over. Starting is effected by means of an electric starter, as owing to the high compression pressure and the small flywheel which is necessary on a high-speed vehicle engine, it is not possible to crank the engine by hand fast enough for starting.

The A.E.C. Acro engine has a speed range of 300 to 3,000 R.P.M., the maximum power being obtained at about 2,500 R.P.M., at which speed an output of over 100 H.P. has been obtained.

It will be appreciated that, in the short confines of this Paper, the author is unable to review all the heavy-oil engines which are now being built in this country.

From the general data available he has compiled the following table of the comparative fuel costs.

| | | Total £ |
|---|---|---|
| Double-deck petrol-engined omnibus running 100 miles per day for 300 days per annum:— | | |
| Average number of miles per gallon | 6. | |
| Average petrol cost per bus mile | 2.166d. | |
| Cost of petrol | 1/1 per gallon | 270 |
| Double-deck heavy oil-engined omnibus running 100 miles per day for 300 days per annum:— | | |
| Average number of miles per gallon | 10. | |
| Average oil fuel cost per bus mile | .40d. | |
| Cost or oil fuel | 4d. per gallon | 50 |
| Saving per annum | | £220 |

With a fleet of 100 double-deck heavy oil-engined motor omnibuses, the saving of fuel would be £22,000 per annum, of which it should be noted that £8,333 is represented by taxation when using petrol, the oil fuel of course being tax free.

Assuming that petrol was tax free, the saving on present prices would be £13,667 per annum per 100 vehicles in commission.

The author does not wish to create the impression that the stage of development which has been reached entitles Local Authorities or the large Motor Omnibus Companies to immediately press the manufacturers for delivery of large fleets of heavy oil-engined motor omnibuses for inter-town or city services. It should be remembered that the latest types of petrol-engined buses have reached an exceedingly high stage of refinement, and any attempt on the part of the operators to inflict on the public a vehicle in any way inferior will be strongly resented. The conditions obtaining in the operation of motor omnibuses on heavy trafficked town routes are such as to require a highly efficient and refined vehicle, and the heavy oil-engine has not yet reached that high stage of refinement. If any attempt is made to force the pace, and place considerable numbers of more or less immature models on the streets, there is a real danger that hostile criticism may strangle the use of these engines for passenger work, and so retard normal development and progress.

On the other hand, the road haulage industry have no such fears as such a highly refined engine is not so necessary. The Diesel engine, during the process of refinement, should in the main, serve its apprenticeship in their service. It should also be given a sufficiently lengthy trial in long-distance motor coach or country motor omnibus services, and experimentally, by local authorities, to allow the manufacturers time and breathing space to perfect suitable oil-engines for large capacity passenger vehicles on heavy-trafficked town routes.

Whilst in its fight for the supremacy of the roads the heavy oil-engine will be materially assisted by its amazing fuel economy, there is still another factor, its immunity from fire, which will weigh heavily in its favour. The fire risk of the oil-driven vehicle is in fact negligible.

If and when the heavy oil-engine can displace the petrol-engine in road transport industry generally an enormous saving can be effected in the Nation's bill for imported fuel. That the Diesel engine could become an enormous economic force in the gas industry may be realised from the Board of Trade returns relating to gas undertakings in Great Britain. These disclose that out of 17,887,000 tons of coal carbonised for gas production, some 215,138,000 gallons of tar are made. This would produce approximately 86,000,000 gallons of oil for use if a suitable type of Diesel engine could be evolved for this purpose. Probably a further 60,000,000 gallons would be forthcoming from the coke ovens of the country, or a grand total of 146,000,000 gallons of oil for use in the road transport industry. If and when the low temperature carbonisation of coal comes into its own, this grand total would be greatly increased, as the low temperature processes yield about two and a half times as much the amount of oil for every ton of coal carbonised. It requires little imagination to see what an important part the Diesel might easily play in the rehabitation of the economic structure of the coal industry and of the country generally.

Whatever may be the future of the electric tramcar or the trolley bus few will be disposed to deny that the internal-combustion engined motor omnibus is destined to find an ever increasing use in the Municipal passenger transport systems both at home and abroad. It remains to be seen how far the Local Authorities and the road transport industry generally will support the Automobile manufacturers of this country in the development of the Diesel engine.

It is such factors as prejudice or encouragement which will fashion the future of this remarkable engine, and will decide whether the petrol age has reached its twilight.

## Ballast, Sand and Allied Trades Association.

In the half-yearly report presented at the Half-Yearly General Meeting of the Ballast, Sand & Allied Trades Association, held at Olympia, on September 18th, last, it is recalled that at the first meetings in connection with the formation of the Association held in February and March last, the necessity for the Association was evidenced by reason of the undesirable practices obtaining in the distribution of sand and ballast, and it was agreed that the loading line and delivery ticket system appeared to be a method of putting an end to these practices. It was therefore decided to adopt this system as a basis of the Association. A General Meeting held on April 10th, last, approved the Constitution, Rules and Regulations governing the Association.

The membership numbers 100, comprising 83 Full Members and 17 Associate Members. The opinions of those who have put the system into operation have been taken the Report states, and it is generally agreed that the benefit derived greatly outweighs any extra trouble involved. The element of uncertainty which has hitherto existed in loading to unmarked lorries is eliminated and the receiver of materials is satisfied by knowing that he is obtaining correct measurement. The task of making the Association applicable equally to merchants loading from their own stocks of materials, or who load direct from barges at wharf, is under consideration.

58,200 Association tickets and 654 loading line plates have been issued to members, and 55 printing blocks and rubber stamps of Association badge.

The Report adds that the degree of success the Association can hope to achieve must largely depend upon the members putting the loading line and delivery ticket system into practice.

The offices of the Association are at 124, Tottenham Court Road, London, W.1.

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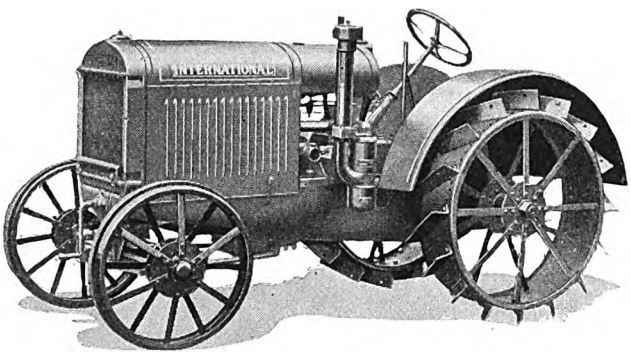
# World Agricultural Tractor Trials in Berkshire.

World demonstrations of agricultural tractors were held on land attached to the farm of Mr. A. T. Loyd, of Lockinge House, near Wantage, at Ardington on September 16th to 19th. The demonstrations were organised by the Institute of Agricultural Engineering, University of Oxford, and the Royal Agricultural Society of England.

The machines taking part in the demonstration numbered thirty-one. The best way of dealing with the machines is to divide them into four groups following the example of one part of the official report, namely:—paraffin tractors, petrol tractors, diesel oil tractors and semi-diesel tractors. The great majority of machines in the first two groups were American, those in the third group (petrol); Aveling and Porter, Blackstone, Marshall, McLaren, Mercedes Benz (diesel); Lanz and Munktells (semi-diesel) were described in last months *World's Carriers*. The others are for the most part well known and need little description.

Work at the public demonstration consisted entirely of ploughing and as this was so universally good in quantity and quality nothing need be said on the performance of individual tractors. It should be noted that during recent

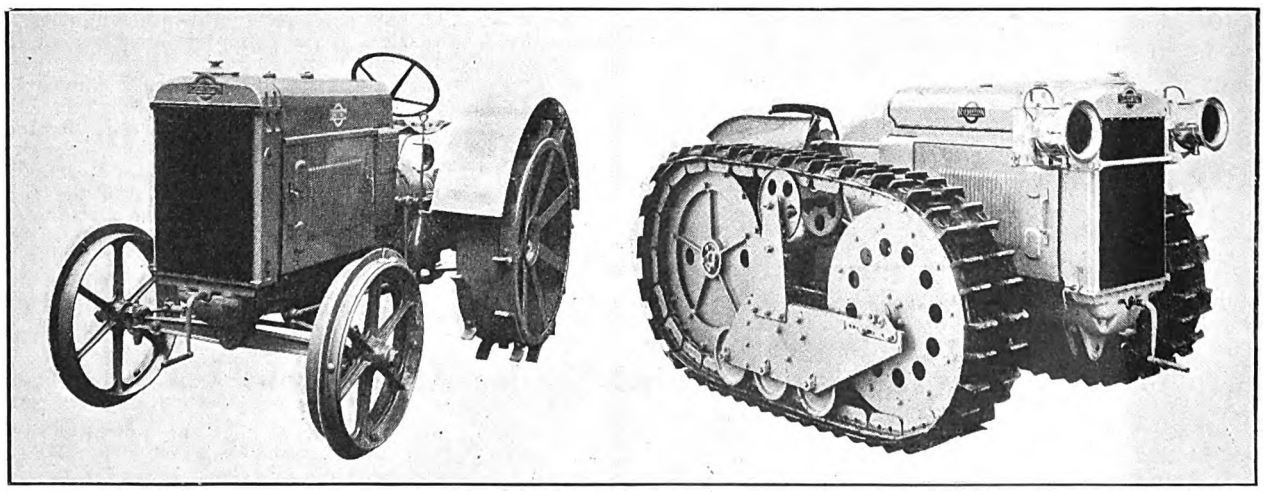


TRACTORS ENTERED FOR THE WORLD AGRICULTURAL TRACTOR TRIALS BY THE INTERNATIONAL HARVESTER COMPANY OF GREAT BRITAIN LTD., 259, CITY ROAD, LONDON, E.C.1. LEFT: THE 10-20 GEAR DRIVE TRACTOR, AND RIGHT: THE "FARMALL" TRACTOR.

British and in the last Continental, except one in each case. Classified according to these groupings the following machines took part in the demonstrations:—Paraffin: Austin 11/15 (France); Rushton Standard (Great Britain); International Harvester Co., Farmall, International 10/20; International 15/30 (U.S.A.); Massey-Harris Wallis 12/30; Massey-Harris Wallis 20/30 (U.S.A.); Case "C"; Case "L" (U.S.A.). Petrol: Citroen (France); Austin 12.5/20 (France); Caterpillar "Ten"; Caterpillar "Fifteen"; Caterpillar "Twenty"; Caterpillar "Thirty"; Caterpillar "Sixty" (U.S.A.); Latil (France); Rushton Roadless (Great Britain); Linke (Germany). Diesel: Mercedes Benz (Germany); McLaren Benz (Great Britain); Marshall (Great Britain); Blackstone and Aveling and Porter, A.G.I. Products (Great Britain). Semi-diesel: Munktells 15/22; Munktells 20/30 (Sweden); Hofherr-Schrantz (Hungary); Lanz (Germany). The Case, Austin, Fordson (paraffin); Austin, Citroen, Latil, Linke in France. The American machines all came in the tests in this group. They include the Case "C"; Case "L"; Massey-Harris Wallis 12/20; Massey-Harris Wallis 20/30; International Harvester Co., Farmall; International 10/20; International 15/30. These American machines were all successful with perhaps the Case having the largest number of points to its credit. The results of these trials and tests would seem to indicate that the construction of the paraffin tractor has considerably improved.

years great strides have been made in the improvement of ploughs and this had much to do with conditions at Ardington.

The paraffin tractor comprised the most important group because this type is the best known and the most widely used in Britain. By including the Fordson, manufactured in Ireland, we have ten machines, seven American, one British—the well-known Rushton which was well above its work—and the Austin, a British machine manufactured



TWO OF THE MODELS ENTERED FOR THE WORLD AGRICULTURAL TRACTOR TRIALS BY THE RUSHTON TRACTOR COMPANY (1929), LTD., FOREST ROAD, WALTHAMSTOW, LONDON, E.17.

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In the petrol group, the American machines again predominated, there being five Caterpillars entered by the Caterpillar Tractor Co., California, one British—the Rushton—and one German, the Linke. The only wheeled tractor in the group was the Austin 12.5/20 (France). Petrol tractors are not much used on land work in this country on account of the high cost of fuel, but as they are economical in other respects there is no reason why they should not providing farmers can be induced to give them the test. Two other machines in this group were of French make and designed to combine the functions of land and road work. One, the Latil, is an excellent machine of four wheel drive, pneumatic tyres for the road and special spud wheels folding over for land work. It will haul a three or four furrow plough and a gross load of 10 tons at 15 miles per hour on the road. The other, the Citroen-Kegresse, is more in the nature of a ploughing or land appliance and a light lorry, its road load being about 4 tons gross at 11 or 12 miles an hour. It has two ordinary front wheels and a rear rubber track by which it can also be used as a private car and traverse rough fields.

The land and road outfits are very important, especially in sugar beet growing areas where a machine is required to plough and till the soil and haul off the crop in autumn under difficult conditions. But at a demonstration limited to ploughing these machines had no opportunity in doing justice to themselves. The ploughing which they did was of first class quality. Nevertheless, in an appliance costing more than a single purpose machine on account of its dual capacity required more scope in which to justify itself.

The third and fourth group of tractors—those consuming fuel oil—came in for much attention. The full-diesel were mainly British machines and the semi-diesel Continental. One full diesel, the Aveling and Porter, is the most promising of its kind. It starts by means of an electric starter and has a 4-cylinder diesel 4 stroke engine. Others were:—Blackstone (4-cylinder) and Marshall (single-cylinder); McLaren Benz (2-cylinder), a combined British and German make, and the Mercedes Benz, a single-cylinder German machine. Included in the semi-diesel class were two tractors by Munktells of Sweden; Hofherr-Schrantz (Hungary) and the German Lanz.

One point on which there is room for improvement in the paraffin tractor concerns the escape of paraffin into the crankcase thereby spoiling lubrication. Though in some machines this weakness has been greatly overcome it still presents difficulties in others.

The attendance was good, especially on the first two days. On the second day it was estimated that between three and four thousand people were there. Enquiries on the part of buyers were encouraging all round and numerous sales were made.

There was a big contrast between the trial held at Lincoln in 1919 and 1920 and Shrewsbury in 1922. Then, most of the tractors were still in the experimental stage and most of the implements were unsuitable. At Ardington, except for the fuel oil machines, there were no experiments, while implements were much more suitable. One fact is worthy of notice, however, namely: that the machines which came out best in the earlier trials were the ones that stood the test in the interval and with one or two exceptions came best out of the 1930 tests. Trials such as these are necessary periodically—not too often on account of the expense—in order to let farmers know what is being done.

## The Massey-Harris Tractors.

The Massey-Harris tractors which put up such a creditable performance at the recent tractor trials at Ardington, near Wantage, are supplied in two sizes, namely, 12/20 h.p. and 20/30 h.p. The 12/20 model has a four cylinder engine, 3⅞ in. bore by 5½ in. stroke and the 20/30 h.p. model has a four cylinder engine, 4⅜ in. bore by 5¾ in. stroke and both are designed to run either on petrol or paraffin. Ignition is by high tension magneto with impulse starter. The oiling system of the smaller model is a combination of force feed and splash and for the larger model, positive gear driven and splash. Both engines are governed. Cooling is by radiator with screen and centrifugal pump. Power is transmitted through a twin disc three plate clutch to a three speed gear box with one reverse in the smaller model and to a two speed gear box and one reverse in the larger model. A special feature of the Massey-Harris tractor is the "U" frame which provides both strength and lightness as well as perfect alignment of all the working parts. The transmission to the driving wheels is entirely gear. The differential is carried in front of the rear axle. The differential bevel gears and spur pinions are assembled as a unit and can be transposed so as to get two wearing surfaces to the teeth thereby giving double life to the gears and effecting a material saving in replacement. A belt pulley is mounted on the sliding gear shaft. It is bolted to a flange and can be removed if desired when doing field work. The power is transmitted to the pulley through one pair of bevel gears only, which eliminates loss of power in transmission to a minimum. The driving wheels are mounted on Timken adjustable taper roller bearings as are also the front wheels.

LEFT: A MASSEY-HARRIS 20/30 H.P. TRACTOR AT WORK ON FARM BELONGING TO MR. DE LEDESMA, POPHAM MANOR, HANTS.
RIGHT: A MASSEY-HARRIS 12/20 H.P. TRACTOR WORKING ON FARM BELONGING TO MR. HEAP, MELLINGTON HALL, CHURCH STOKE, MONTGOMERY.

**Finger Posts to Sales.**—"If advertising is dropped it will be found that sales drop too," is the opinion of Mr. Harold Eley, Advertising Manager of the Dunlop Company, given in his book, "Selling by Post," just published by Pitmans. In this and in a companion book, "Hire Purchase," by Mr. Eley and Mr. Howard Withey, the whole processes of these two rapidly growing sales methods are interestingly described. Mr. Eley emphasises the importance of linking up advertisements with window displays and of backing up all announcements with service and quality. "Press advertising must receive your attention if you aim at complete success," is his advice.

**The Institute of the Motor Trade.**—The Tenth Examination of the Institute of the Motor Trade will be held in London and the Provincial Centres on November 28th next, commencing at 10 a.m. The Council are offering Gold, Silver and Bronze Medals for the three Candidates securing the highest number of marks in the 1930 Examinations (April and November). Candidates desirous of presenting themselves must give notice to the Secretary on or before the 1st November. Full particulars and Entry Forms can be obtained on application to the Secretary, The Institute of the Motor Trade (Inc.), 157, Great Portland Street, London, W.1.

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# Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

## ROAD TRAFFIC ACT—CLAUSE 19.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—We read with a good deal of interest your article in your current issue by Mr. R. P. Bailey on Clause 19 of the Road Traffic Act, but the article does not refer in any way to a point which must be of considerable importance to nearly every firm in the Road Traffic Industry, and we are sure it would be much appreciated if you could see your way to publish further information in your next issue.

Briefly, what exactly can a Driver do in his rest hours, and can he be travelling to a distant point to relieve a Driver who would have then completed his 11 hours driving? It is quite a common occurrence to have exceedingly urgent traffic which has to be transported over a considerable distance as for instance replacement parts for Colliery Winding Gear, where the delay of a few hours might mean a number of men being unemployed.

1. Would it be in order under the Act to send a Driver with an urgent load from say South Wales to Lancashire, and to send a Relief Driver by train to take over the vehicle say at Manchester?
2. Would it be considered that a Driver travelling by train to take over a vehicle some distance away was performing work within the meaning of the Act?
3. Would the same Law operate if the Driver travelled by Road Vehicle to a distant point to relieve another Driver?
4. Would it be in order for a Relief Driver to actually travel on the vehicle which it was intended he should take over at the end of two 5½ hour shifts if he had express written instructions that he must not, under any circumstances, do any work on the vehicle until he entirely relieves the other Driver?
5. Would conditions outlined in the previous questions be brought within the working hours laid down in the Act if the Driver travelling as an intended relief was paid a travelling allowance even although he again would be resting, and not performing any work?
6. If a Relief Driver is permitted to rest on a vehicle, would it be held as necessary to provide him with a bunk for sleeping purposes?

Yours faithfully,
VENN & MCPHERSON, LTD.
Wm. C. Venn, Director.

East Usk, Newport, Mon.
18th September, 1930.

## AUTOMOBILE ENGINEERING TRAINING COLLEGE. AN INVITATION.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—From the very kind letters I received after the recent visit of Members of the Council of the Motor Agents' Association to the College, I think our methods of training proved of considerable interest, and I am, therefore, taking the opportunity of Motor Show week to entertain any members of the Trade who are visiting London and who can spare the time to call upon us.

May I, therefore, extend, through your excellent Journal, a cordial invitation to all members of the Trade to visit the College during Motor Show week and examine its training. I can assure them of a warm welcome and an interesting hour.

For the benefit of those who are strangers to London, the College is situated in Sydney Street, Kings Road, London, and the 49 omnibus from Olympia stops outside its doors. The College can be seen under working conditions from 9.30 a.m to 12.45 p.m. and from 2 p.m. to 5 p.m. Monday to Friday.

Yours faithfully,
C. H. ROBERTS.
Principal.

Automobile Engineering Training College,
Engineering Works: Sydney Street,
Kings Road, Chelsea,
London, S.W.3.
26th September, 1930.

## A WARNING.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—It would be in the interests of your readers in the London area to keep a sharp look out for a person who is still visiting motor vehicle and accessory makers, impersonating Mr. Park of Parks of Portsmouth Ltd. Although he does not place any orders, he takes a keen interest in all the latest chassis, etc., and usually departs with a little financial assistance. He generally advises the firms that he does not know much about the mechanical side of the question, but has to do the "paying out."

Yours faithfully,
PARKS OF PORTSMOUTH LIMITED.
Geo. A. Park, Director.

Haslemere Road, Southsea.
26th September, 1930.

# New Omnibus and Motor Coach Services.

**An Official Warning.**

THE Minister of Transport makes the following announcement:—

The Minister's attention has been drawn to the fact that in various parts of the country a number of new omnibus and motor coach services have been started during the past few months, which in many cases do not appear to meet any obvious public need.

The institution of some of these new services may be due to a desire on the part of operators to establish a claim to consideration under the conditions which will obtain when the new system of licensing and control of public service vehicles set up under Part IV. of the Road Traffic Act, 1930, comes into operation. Again, some local authorities may be granting licences to ply for hire in a somewhat wholesale manner on the assumption that, as their functions as licensing authorities will shortly come to an end, the exercise of further control on their part is unnecessary.

In his speech on the Third Reading of the Bill in the House of Commons on the 23rd July, the Minister asked local authorities who are licensing authorities to exercise their powers with care and responsibility right up to the time when the provisions of Part IV. of the Act come into force. The Minister feels it necessary to repeat the warning which he gave on the same occasion that the Traffic Commissioners will not be bound by the action of licensing authorities or of operators of public service vehicles in the past, and least of all as regards licences to ply for hire which have been issued, or services which have been established during the last few months.

# "Avon-Seiberling."

THE Avon India Rubber Company, Limited, of Melksham, Wilts., tyre and rubber manufacturers in this country since 1885, announce that an arrangement has been made with the Seiberling Rubber Company, of Akron, U.S.A., under which the Avon Company—in addition to their own manufacture of Avon tyres and rubber goods—shall have the exclusive right of manufacturing and selling Seiberling tyres (under the brand "Avon-Seiberling") in the United Kingdom and the Irish Free State. This arrangement involves no change in the wholly British capital and control of the Avon Company or Works, which remain unaltered under the direction of the Board of Directors.

The technical knowledge, methods of organisation and tyre processes of the two Companies will be pooled and utilised in their common interest. Until the operation of the McKenna Duty, American-made Seiberling tyres were freely sold here and enjoyed a very high reputation for efficiency and durability. The Giant Pneumatic type was remarkably successful, and as from October 1st, last, the Avon Company will market tyres of the same construction under the dual brand "Avon-Seiberling."

Motor tyres will continue to be made and sold under the Avon mark but, as the agreement provides for a full exchange of test and technical data, Avon Motor Tyres henceforth will be made largely under new processes and improved specifications. Dealers and users alike will appreciate the importance of this announcement when it is remembered that, apart from the established reputation of Seiberling tyres in this market and in the States, the Seiberling Company of Akron command exceptional resources of research, manufacture and test.

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# Motor Coach and Bus Notes.

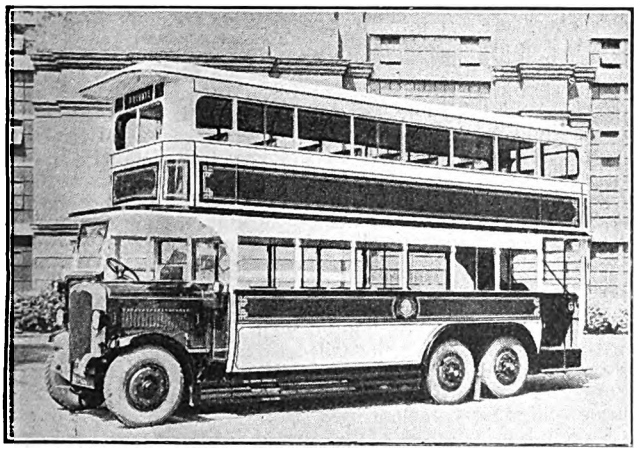
**Members of the Municipal Tramways and Transport Association Visit the Works of Karrier Motors, Limited.**—The final day's proceedings of the Municipal Tramways and Transport Association Congress, which was held at Harrogate from September 24th to 26th, included a visit to Huddersfield. The whole party was conveyed from Harrogate by road, and among the omnibuses employed were Karrier double-deckers of both the four and six-

KARRIER "MONITOR" DEMONSTRATION OMNIBUS WHICH CONVEYED CONFERENCE DELEGATES TO AND FROM KARRIER MOTORS WORKS.

wheel types ("Monitor" and "Consort" models) belonging to the Huddersfield Corporation. A number of the delegates took the opportunity of calling at Karrier Works, through which they were shown by members of the staff, and the photograph which we reproduce was taken during the delegation's visit.

**Albion Buses for South Africa.**—For several years a fleet of Albion buses has been operated by the Cape Electric Tramways in the Cape Town district, and the Albion Motor Car Co., Ltd., of Glasgow, have received an order recently from the Cape Electric Tramways for a further six Albion buses for use in connection with their tramway system at Port Elizabeth.

**A Guy Six-Wheeled Double-Decker for Hull.** — We illustrate a Guy six-wheeled double-deck petrol bus, which is one of twelve 64-seaters for Hull. Guy Motors, Ltd.,



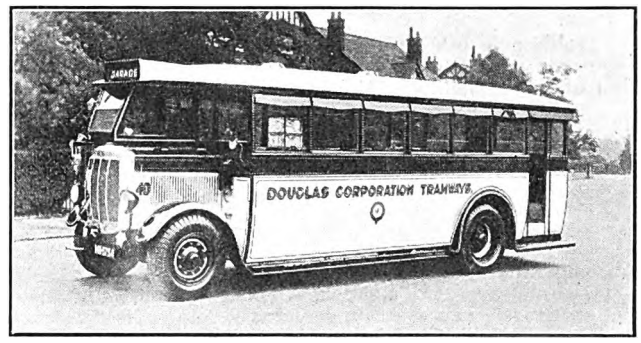
ONE OF A FLEET OF TWELVE GUY SIX-WHEELED DOUBLE DECK BUSES FOR HULL.

Fallings Park, Wolverhampton, inform us that the bodywork is by the Brush Electrical Engineering Co., Ltd.

**Petrol Buses Make Profit.** — Lancaster Corporation, which up to a few months ago operated electric battery driven buses, now has only petrol buses. Up to the end of August working expenses were 8.52d. per mile and loan charges 2.5d. per mile, making a total of 11d. per mile in all. The income in the same time was about 11.12d. per mile.

**Manchester's 220 Buses.**—Further Manchester tramway routes are to be abandoned in favour of motor buses, this decision being no doubt encouraged by the great increase of traffic which has resulted by the conversion of the 53 circular route. Mr. R. Stuart Pilcher considers that on the 47 and 48 Altrincham services and the 49 Sale Moor service, buses will be equally successful. Associated with Manchester in the running of these services are a number of local authorities, and it will be impossible to complete the conversion unless they all agree. Buses to seat fifty passengers, he considers, could do the work now done by the trams without any increase in the intermediate fares. There is a constant demand, states Mr. Pilcher, for more express buses but the effect on the tramways has been such that on March 31st last the service of trams had to be restricted. The public evidently prefer the buses and are prepared to pay higher fares in order to travel in them. This process of reducing the tramway mileage cannot go on indefinitely as to take off more trams and reduce the service to less than the present ten minutes would not be efficient. Four times as many buses are in use on Manchester Corporation routes than there were four years ago. Then the number of Corporation buses was 51, to-day 220 are in use.

**T.S. Buses for Douglas Corporation Tramways.**—Our photograph shows one of a number of 34-seater single-deck petrol-electric omnibuses which T.S. Motors, Ltd., of Maidstone, have recently supplied to the Douglas Corporation. The chassis is T.S. Motors, Ltd., latest type T.S.17A., and embodies Servo operated four-wheel brakes, C.A.V. "MVR" type electric lighting equipment and pneumatic tyres, 38 in. by 7 in. twin rear, 36 in. by 8 in.




ONE OF T.S. MOTORS, LTD., 34-SEATER SINGLE-DECK OMNIBUSES RECENTLY SUPPLIED TO THE DOUGLAS CORPORATION TRAMWAYS.

single front. It its design the motor and dynamo have been so arranged to give the lowest possible floor line and, wherever possible, weight has been reduced without sacrificing efficiency. The firm also produce the petrol-electric as a 6-wheeler as operated by municipalities and companies, including the Wolverhampton Corporation and the Merseyside Touring Co., Ltd., of Islington, Liverpool. The bodies of this recent order were constructed by the Northern Counties Motor and Engineering Co., Ltd., of Wigan, and some of the main features include semi-bucket seats and Strachans patent drop windows.

**A Comprehensive Bus Time Table.**—We have received from the East Yorkshire Motor Services, Ltd., of Hull, a copy of their Bus Time Table which came into force on October 1st. Information contained in this publication should result in the travelling public taking a closer personal interest in the activities of this well-known operating company. East Yorkshire Motor Services, Ltd., were incorporated on the 5th October, 1926, to take over two small companies which had between them a fleet of 34 motor omnibuses, used mainly in the vicinity of Hull. Since that date considerable headway has been made in providing road transport services over an extensive area, which now stretches northwards from Hull to Scarborough and westwards to York and Leeds. The fleet now numbers 153.

**The Motor Hirers' (Car, Coach & Omnibus) Association.**—We are informed that Mr. M. Logette has resigned his office as Chairman of this Association, a position which he has occupied for the past six years. Mr. Logette has done splendid service in this important position and his addresses at the annual meetings have proved of great value to the members. He has dealt with the important questions which have been under review in a masterly way and has shown a grasp of his subject, giving

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evidence of very careful preparation and a full knowledge of the points at issue. As is well known Mr. Logette is a Director of G.B. (Motor Tours), Ltd., 72, Great Portland Street, London, W.1.

**Recent Guy Deliveries.** — Amongst recent deliveries made by Guy Motors, Limited, Fallings Park, Wolverhampton, into their West of England territory, are the following:—Mr. Good, of Seaton, Devon, who has been running Guy vehicles for a number of years and has sent Guy Motors several repeat orders, has put into service a 26-seater six-cylinder Guy "Conquest" coach to operate between London and Exmouth. A Guy 26-seater four-cylinder all-weather coach has also been ordered by Mr. Good.

**Sunderland's Bus Fleet.**—An additional shed to accommodate Sunderland Corporation's increasing fleet of motor buses is to be erected at the Fulwell depot at a cost of £1,085.

**Boon to Busmen.**—A canteen and recreation rooms for employees of the United Automobile Services, Ltd., have been opened in Ashington. There is a billiard room and buffet, the latter in charge of a former conductress; and only non-intoxicants are served. About 200 employees are being catered for.

**Councillor's New Post.** — Councillor J. J. Fletcher, Chairman of Sunderland Socialist Party, has been appointed Outside Traffic Manager for the Cestrian Company of Chester-le-Street, which is developing its London bus service.

**Timing Buses Like Trains.**—Police-Supt. T. Dale, of Newcastle, speaking to a Pressman recently in regard to the proposed great bus station in the Haymarket, said: "We mean to handle the buses like trains. There will be huge time-table boards from which intending passengers will be able to tell at a glance which is their bus, the time it leaves, and from which part of the station."

**Trackless Trolley Vehicles.** — In order to prepare a report on transport by trackless trolley vehicles, a deputation of the Manchester Corporation Transport Committee has been appointed to visit a number of towns to investigate the subject.

**Licences Granted.**

The Watch Committee of the Cheltenham Corporation has granted the application from Messrs. Cliffs, Ltd., for five bus licences for their service between London and Llanelly.

The Watch Committee of the Ripon Corporation has granted the application from the United Automobile Services, Ltd., for the licensing of 28 further vehicles.

The Watch Committee of the Brighton Corporation has granted an application from the Olympic Motor Services, Ltd., for licences for two express coaches for service between Portsmouth and Chatham via Brighton.

The Watch Committee of the Lowestoft Corporation has granted a licence to the Eastern Counties Road Car Co., Ltd., for a saloon bus operating on a long-distance service between Lowestoft and Felixstowe.

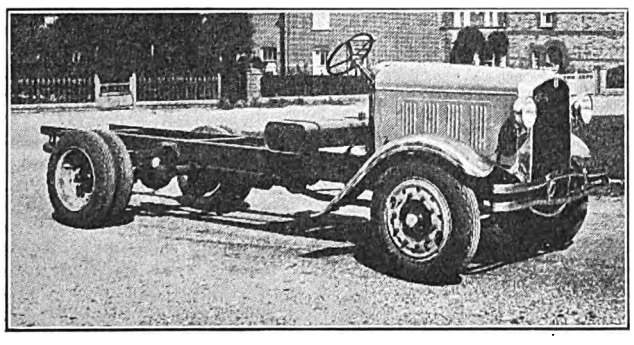
The Licensing Committee of the Dartford U.D.C. has granted licences to the Maidstone and District Motor Services, Ltd., for two saloon omnibuses, and to the Orange Coaches (Chatham) for six vehicles.

The Watch Committee of the Oldham Corporation has granted permission to "M. & H." Motors, Ltd., Blackpool, to run an Oldham-Blackpool service, in conjunction with an existing service operated by Mr. J. H. Robinson, Union Street, Oldham, subject to the fares being 100 per cent. in excess of those charged on tramway or bus services operated by the Corporation.

The Watch Committee of the Oldham Corporation has granted bus licences to the undermentioned in respect of motor coaches, subject to such vehicles plying for hire in connection with journeys which are not regularly scheduled services running on defined routes, so that the licensees shall only convey passengers whose seats are booked in conjunction with proprietors of motor buses who are licensed in the borough:—Mr. William Riding, 7 Kirkham Avenue, Blackpool; The Central Garage Co. (Marsden), Ltd., High Street, Uppermill; Messrs. Onward Motors, Ltd., Milton Street, Hyde; "M. & H." Motors, Ltd., Lytham Road, Blackpool.

# The 2½-3 Ton Gilford.

Comparatively recently the Gilford Motor Co., Ltd., 465-471a, Holloway Road, London, N.7, have placed on the market an entirely new six cylinder chassis known as the A.S. 6. It is supplied either for goods or passenger transport, the goods model having straight frame, whilst the passenger model has a dropped frame and several other slight modifications. The chassis is essentially for high speed work and with this object in view it is fitted with a six cylinder engine. The cylinder bore is 3⅝ in. and stroke 4½ in. and the R.A.C. rating is 31.5 h.p. The engine develops 35 b.h.p. at 1,000



THE GILFORD 2½-3 TON CHASSIS.

r.p.m., 50 b.h.p. at 1,500 r.p.m., 65 b.h.p. at 2,000 r.p.m. 78 b.h.p. at 2,500 r.p.m. and 85 b.h.p. at 3,000 r.p.m. The crankcase and gear box form a single unit. The carburetter is a Zenith and the electrical equipment including lighting and starting is the Bosch, the magneto and dynamo being tandem mounted on the nearside.

Power is transmitted through a single dry plate type clutch to the four speed gear box. The ratios are top 1 to 1, third 1.76 to 1, second 2.84 to 1, first 5.35 to 1 and reverse 6.25 to 1. All the gear shafts are short, of large diameter and are carried by heavy Timken roller bearings. Positive drive for the speedometer is provided and if required a power driven tyre pump can be fitted at extra cost. There is a transmission brake immediately behind the gear box, hand operated.

The propeller shaft is tubular and is made in two short lengths, connected and supported at the centre of the chassis by a spherically seated ball bearing carried on a cross-member. The propeller shafts are connected to the gear box main shaft, centre carrier and differential worm shafts, through Hardy Spicer universal joints of special oil-seal type. The rear axle is overhead worm driven.

The straight frame is of deep channel section of high tensile steel and suitably braced. The front cross member is dropped and to it the front of the engine is supported by bracket and pivot pin whilst the flywheel casing is supported by a second cross-member by brackets provided with rubber pads to insulate the engine from unnecessary vibration. Semi-elliptic springs are fitted, the front springs being anchored at their rear ends and shackled at the front ends, and the shackles are fitted with silent block bushes and a feature is that shackles and anchor brackets are built up so that they may be easily dismantled.

With regard to the braking: the wheel brakes are of the internal expanding type housed well inside the front wheels. In the braking system the Gilford patent compensating gear is incorporated which correctly distributes the power to the front and rear wheels. The brake cross-shafts are carried on self-aligning ball bearings.

Engine lubrication is of the forced feed constant level type, the oil being pumped from the oil reservoir or pan and forced through to the main crankshaft bearings and thence to the connecting rod bearings by way of holes drilled in the crankshaft. The pistons, valves and valve tappets are spray lubricated. Tecalemit automatic central lubrication is adopted for the chassis.

The wheels are detachable ten stud pressed steel fitted with 32 in. by 6 in. straight sided heavy duty pneumatic tyres, singles front, twin rear. Steering is cam and lever, the cam being mounted on ball thrust bearings. The petrol tank holds 25 gallons.

The equipment includes a detachable bumper, dimming head-lights and positive drive speedometer and clock. The price of the chassis including fully enclosed cab and front wings is £595.

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# Commer Cars for 1931.

**Improved Models—Considerable Price Reductions.**

Numerous improvements to engines and chassis of all models, additions to equipment and price reductions amounting in some cases to as much as £100 have been announced by Commer Cars, Ltd., in their 1931 programme.

The 1931 models are as follows:

G.2 chassis 40/50 cwt.
G.3 chassis 3 ton.
G.4 chassis 4 ton.
G.5 chassis 5 ton.
G.6 chassis 6/7 ton.
6 T.K. (Invader) 20 passengers.
N.F.6 (Avenger) 32 passengers.

Four six-cylinder and three four-cylinder models are listed. The 20-passenger 6 T.K. "Invader" and the 32-passenger N.F.6 "Avenger" are bus or coach chassis. These as well as the G.2., 40/50 cwt. and the G.6., 6/7 ton goods chassis all have six-cylinders engines and four-speed gear-boxes, those on the "Invader" and the G.2 being fitted with a silent third ratio.

The G.3 and G.4 and the G.5 of three, four and five tons capacity respectively are goods vehicles with unusually powerful four-cylinder engines. Front wings are now inclusive in the chassis specification.

Although the price of the 6 T.K. "Invader" remains at £495, greater value is offered for money. Dipping headlights and shock absorbers, for instance, which were formerly extras are now part of the standard equipment.

Modifications to the engine include improvements to pistons, valves and the lubrication system. This model is now equipped with 32 in. × 6 in. reinforced tyres, and the G.2 with 32 in. × 6 in. Truck tyres.

The N.F.6 "Avenger" 32-seater bus chassis and the G.6 6/7 ton goods chassis both incorporate a number of detail engine improvements designed to give enhanced performance. The prices remain unaltered.

The chassis of the G.2 has been strengthened to permit of an increase in the maximum load from two tons to fifty hundredweight, and this will in future be known as the 40/50 cwt. chassis. With a six-cylinder engine developing over 65 H.P., improved for 1931, four-speed gear-box, with "Silent Third" and Marles steering, it is now also equipped with Servo brakes. Despite these improvements its price has been reduced by £20 to £445.

The G.3 three-tonner, a four-cylinder vehicle which in the main follows the lines of the former 23 G.N., is this year fitted with an entirely new and much longer radiator which not only enhances its appearance but provides better cooling. This important modification has also been introduced on the G.4 and the G.5.

Considerable reductions have been announced in the prices of the G.4 and the G.5. The former, hitherto known as the 4 G.N. now sells for £680 with solid tyres and £725 with pneumatics—a reduction of £70 and £100 respectively.

Correspondingly large cuts have been announced in the prices of the G.5 (formerly the 5 G.N.) which now sells at £725 and £795 on solid and pneumatic tyres respectively.

That the Commer concern should be able to announce such reductions at a time of unprecedented trade depression is a remarkable instance of the benefits of rationalisation. For like other members of the Combine of which it forms a part, it has completely re-organised its works on the most up-to-date "flow production" lines.

As part of this extensive works re-organisation scheme at the Commer works the body building shop has been considerably enlarged. In the past this concern has concentrated more on special, make-to-order bodywork. It is now to supply standard body types at highly competitive prices.

Commer Cars are exhibiting at the Scottish Show (November 7-15th) and both on their own Stand (No. 113) and on a number of dealers' stands will be showing a comprehensive range of the new season's models.

# Round the Lancashire Associations.

**Liverpool C.M.U.A.**—At the September meeting of the Liverpool Area Committee of the Commercial Motor Users' Association, presided over by Mr. A. C. Bloomer, consideration was given to the requirements of the Heavy Motor Car Draft Order of 1930, particularly in its application to eight wheeled vehicles. Otherwise the business was of purely domestic interest.

**Institute of Transport.**—Mr. F. G. Bristow addressed the opening meeting of the Manchester, Liverpool and District branch of the Institute of Transport at Manchester on October 3rd, on "The Road Traffic Act, 1930." The next meeting will be on Friday, November 7th, when, at the Adelphi Hotel, Liverpool, Mr. W. V. Wood, Vice-President, L.M.S. Railway, will speak on "The Economic Position of Railways."

**Lancashire and Cheshire Joint Road Transport Council.**—The dispute concerning the wages and hours of Lancashire and Cheshire carters and motormen has been referred to an arbitration board. The employers through their numerous associations claimed that the cost of living figures had reached the point when a reduction of 2s. in wages was due in accordance with the existing agreement. The proposed rates are:—One horse drivers, 49s.; two horse drivers, 54s.; stable or garage hands, 49s. Mechanical Vehicle Drivers.—Up to 1 ton, youths, 39s. (not to load more than 15 cwt.); up to 1 ton, adults, 49s.; 1 ton and under 2 tons, 53s.; 2 tons and over, 59s.; wagon assistants and loaders, 49s.; steam wagon drivers, 62s.; steam wagon second man, 51s. The Lancashire and Cheshire Joint Road Transport Council, after a full review of the situation, decided to refer the disputed issues to a special tribunal consisting of Sir Henry Morris, chairman (President, Industrial Court), Mr. J. Cromwell Holme, employers' nominee, and Mr. J. Jagger, nominee of the Transport and General Workers' Union. The award is likely to be known before the end of the month.

**Manchester Transport Owners' Association.**—Certain alterations to the list of scheduled booking offices were proposed at a meeting of the Motor Coach section of the Manchester Transport (Owners') Association a few days ago, when the list of approved booking offices was reviewed in the light of the past season's working of the co-ordination scheme. These alterations will be submitted to the Manchester Watch Committee for approval. It was reported that an arrangement had been made with the Chief Constable so that on special occasions, such as football matches, when it is necessary to charge below the standard minimum rate of 2/6d., a special form of permit will be issued on application to the Chief Constable to each coach plying from a scheduled booking office.

**Liverpool Road Transport Employers' Conference.**—Protracted negotiations between the Liverpool and District Road Transport Employers' Conference and the Liverpool and District Carters' and Motormen's Union regarding the insertion in the working agreement of an optional clause whereby motormen engaged in up-country work should be paid on the accumulative week system and in return receive one week's holiday annually with pay, have not borne fruit. As a result the employers have terminated their agreement with the Union. It is understood that the employers had no option but to take this course, owing to the fact that their proposals were submitted to mass meetings of the men on three occasions and were rejected each time. The Road Transport Employers' Conference comprises representatives of the Liverpool Cart and Motor Owners' Association, Liverpool and District Short Cart and Motor Owners' Association, the Motor Transport Employers Federation, and the following trades:—Flour millers, wholesale provision merchants, coalowners, and seed, oil and cake dealers.

**Institution of Petroleum Technologists.**—The next General Meeting of members of the Institution of Petroleum Technologists will be held at the House of the Royal Society of Arts, John Street, Adelphi, London, W.C.2, at 5.30 p.m. on November 11th. Light refreshments will be provided at 5 p.m. for members and visitors attending the meeting. The offices of the Institution are at Aldine House, Bedford Street, Strand, London, W.C.2.

**New A.A. Headquarters in Kent.**—The Automobile Association has transferred its County Headquarters in Kent from High Street to Fanum House, London Road, Maidstone. The accommodation includes a handsome reception room for the use of members, and adequate arrangements have been made for dealing with all matters relating to home and foreign touring, the issue of routes, legal assistance and other A.A. services.

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# Institute of Transport.

## Metropolitan Graduate and Student Society.

The opening meeting of the Session 1930-31 of the Institute of Transport Metropolitan Graduate and Student Society was held at the Institution of Electrical Engineers, London, on October 7th, last.

**MR. A. F. E. BELCHER,** Grad.Inst.T. (G.W.R.), chairman of the Society presided, and in opening the proceedings said he did not think he could let another moment pass without referring to the tragic death of Sir Sefton Brancker who was to have honoured the members with his presence that evening, and who only on the preceding Friday had written to the Secretary to the effect that he would have to undertake the journey to India in the R101. He was sure they were all agreed that the Institute of Transport and the Metropolitan Graduate and Student Society had lost a true and valued friend and their heartfelt sympathy went out to Sir Sefton Brancker's family in their sad bereavement.

They were honoured by having with them that evening Sir Arthur Stanley, the President of the Institute of Transport (applause), and as Sir Arthur needed no introduction he had much pleasure in asking him to address the members.

**THE HON. SIR ARTHUR STANLEY,** who was received with applause, said that on that his first appearance at any assembly of members of the Institute of Transport he desired to associate himself with what the chairman had said regarding the terrible disaster which had occurred.

When he received a list of those who had kindly signified their intention of being present that evening the first name he saw was that of Sir Sefton Brancker, and when later he saw that Sir Sefton was going to India his regret was very great that he was not to have the pleasure of seeing him with them that evening, and now his great regret was that Sir Sefton had to put off his engagement with the Institute and was not with them that night. Sir Sefton Brancker, Lord Thomson and the other brave men who lost their lives must have known when they were embarking on the voyage that there was in it a certain element of risk, but that counted as nothing in comparison with the knowledge and scientific results which they hoped to achieve from the voyage. They were, in the highest sense of the word, pioneers; they were of the same breed as the men who had made the British Empire, and they fell as truly in the service of their country and the world at large as did any of our gallant heroes during the war.

He thought that their Chairman in introducing him to the meeting threatened the members that he was going to deliver an address, and it was true that the chairman qualified that by saying that it was to be a short address (laughter). But he could assure the members that his remarks would not partake of anything so formidable as to be in the nature of an address.

He wanted to say only a few words to them that evening. He felt very greatly honoured when the invitation was extended to him to become the President of the Institute of Transport and to follow Sir Josiah Stamp and the other gentlemen bearing illustrious names who had filled the office of President. Perhaps he did not quite see why he had been selected for the honour, but he thought it might be because there was in the Institute, and he imagined also in the Metropolitan Graduate and Student Society, perhaps so large a preponderance of railway men that they wanted to choose somebody who was not a railway man. He could not claim the intimate knowledge all those present had or were acquiring of the actual niceties and difficulties of transport. For a good many years he had been President of the Tramways and Light Railways Association on the one hand, and Chairman of the Royal Automobile Club on the other, and he dare say that they were thinking that to be Chairman of the R.A.C. did not give him much claim to speak for transport. But he had been interested in the problems of transport, and it had been a very special pleasure to him when at the commencement of the Institute of Transport he found himself honoured by being elected one of their Vice-Presidents.

He was very pleased when the Institute of Transport was founded because he had seen the value of such Institutions. He had seen their value first of all in the Tramways and Light Railways Association.

Take the question of study, which he understood to be the real and main object of the Metropolitan Graduate and Student Society. It was quite certain that nothing was going to pay more those who indulged in study and research in transport. These were not very bright days, but he thought there was one thing that was certain, absolutely certain to go ahead, and must from the necessities of the case and that was all questions of transport.

He did feel that all who were engaged in the most fascinating study of transport could look forward, more he thought than people engaged in any other branch of industry or commerce, to the certainty that their profession was going not only to hold its own but was going to go ahead.

He had mentioned study. The other object of their Society was, he understood, to enable them to meet together and indulge in social intercourse and in getting to know one another. He was perfectly certain that social intercourse made things easier for them. They got to know one another and realised with whom they were dealing.

There was one thing which had always struck him in the transport world and that was that there seemed to be unnecessary and unwise competition between the various forms of transport. Of course in the days not so very many years ago, the railways had to a great extent a monopoly of transport, but new methods of transportation by water and by air had come along, and of course there was the road, and these, to a certain extent, had been looked upon as rivals and competitors. He believed that a Society such as the Metropolitan Graduate and Student Society enabled them to see that healthy rivalry was a good thing and that an undue and unnecessary feeling of competition was not good. It was very much better for the Students to learn, as they did in the Institute, to look upon transport as a whole, and instead of fighting one another to see how one means of transport could be worked in with another, and that he believed was one of the greatest services the Institute of Transport and the Graduate and Student Society could possibly render to the Community at large. He thought that all of those engaged in transport did not realise all the time that what they had really got was a commodity to sell, and that they wanted to put their goods in their shop window in a manner most likely to attract the attention of the passer-by.

He felt sure that if they all worked together, as it seemed probable now they were going to do in London, whether they liked it or not (laughter), if they worked together in a common class, not one particular class of transport, but in transport as a whole, he felt certain that the result not only to the community but to themselves was going to be very satisfactory.

He would like, in conclusion, to remind them of one thing and that was that the members of the Graduate and Student Society were the coming big men of the transport industry and would have the future of the Institute of Transport in their hands, and he did ask them to look upon the future of the Institute as a very serious and solemn trust as they would have the power of influencing all questions of transport which were so vital to the country and to our trade and commerce.

**THE CHAIRMAN,** proposing a hearty vote of thanks to Sir Arthur Stanley for his presence that evening and for his address, said that Sir Arthur had given them all food for thought and much help and encouragement to the Society.

The Metropolitan Graduate and Student Society was established in October, 1921, and in 1924 the membership totalled 207, but during the following three years the membership fell off and in 1927 it was as low as 109. But the Society had always been fortunate in possessing an active committee and a very energetic Secretary in Mr. G. F. King, and at present the membership was 214, the highest on record. He would like to record also the spendid assistance the Society had always received from Mr. Winter Gray and his staff (applause).

The primary object of the Metropolitan Graduate and Student Society was the promotion and encouragement of a knowledge of transport, and during each month of the session papers were read dealing with as wide a scope as possible—railways, docks, canals, roads and, by no means last, air transport, and he was sure that it would be found that the papers to be read during the forthcoming session were very varied and in some cases the lectures would be illustrated with lantern slides. The papers read before the Society created a considerable amount of discussion and brought the younger members of the Institute into closer touch with one another, which was, of course, most desirable, as it was hoped that these young men would hold important positions in their great industry.

Another activity of the Society was to arrange visits from time to time to various transport concerns and this gave members the opportunity of seeing transport operations under actual working conditions. Several members of the Society had been awarded the silver medal of the Institute and no less than fifty members had been successful in passing examinations of the Institute, and those who had not passed the examination should go right ahead with their studies and sit for the appropriate examination in due time.

The vote of thanks was seconded by Mr. A. G. Course and carried with acclamation.

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# Scottish Motor Exhibition.

## November 7th to 15th.

The 29th annual Scottish Motor Exhibition will be held at Kelvin Hall, Glasgow, from November 7th to 15th next. We print below particulars of some of the exhibits in the Commercial Vehicle Section, Garage Equipment Section and Accessories and Components Section.

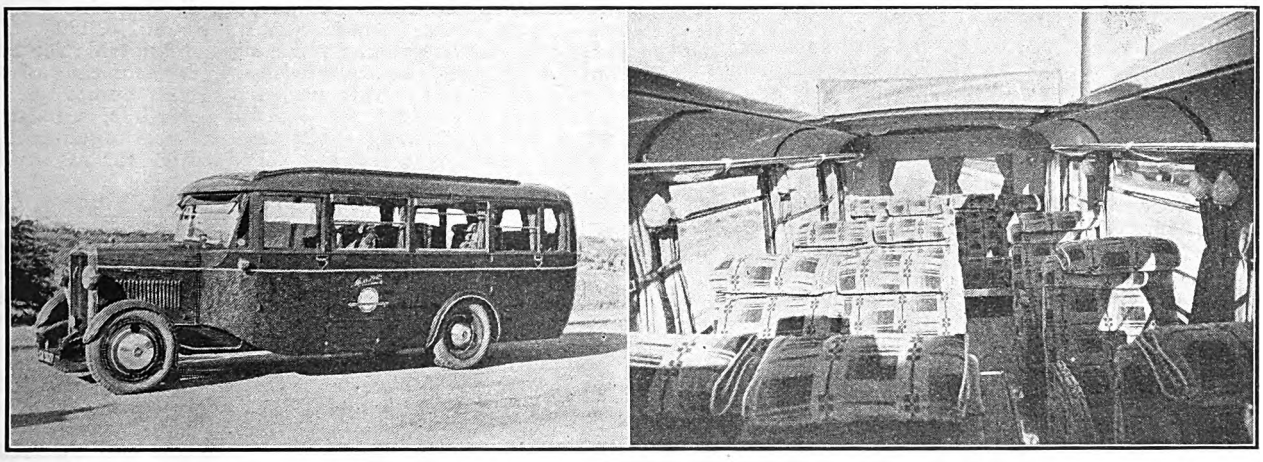
**Armour & Melvin, Ltd.,** Newlands Garage, Newlands, Glasgow. Stand No. 104. The exhibit comprises the 1931 Singer Junior van, and it is anticipated that other Singer commercial models will be shown, but no particulars were decided upon at the time of going to press.

**William Arnold,** Upper Brook Street, Manchester. Stand No. 115. The exhibits comprise an A.E.C. "Regal" chassis with "Arnold" rear entrance, 32-seater bus, with special streamline front, also an Albion chassis with "Arnold" 32-seater front entrance bus.

well "Crimsangere" oil for gears and back axle—a great advance on ordinary gear oil for worm-drive lubrication. Speedwell constant feed lubricator and oil storage equipment.

**Challenge Oil Co., Ltd.,** Howard Works, Stoke Newington, London, N.16. Stand No. 199. The exhibits comprise Super Challenge motor oils, Challenge motor oils and greases, Petroleum jelly and French chalk.

**Commer Cars, Ltd.,** Luton. Stand No. 113. The exhibits comprise two "Invaders," one of which is a



EXTERIOR AND INTERIOR VIEWS OF MR. MICHAEL ANTONELLI'S "COMMER INVADER" COACH.

**Associated Equipment Co., Ltd.,** Windmill Lane, Southall, Middlesex. Stand No. 134. The exhibits comprise an A.E.C. "Regal" 32-seater rear entrance, long distance coach; bodywork by Duple Bodies & Motors, Ltd. An A.E.C. "Mammoth" 7/8 ton flat platform lorry, sold to G. Paterson & Sons, of Haddington, and an A.E.C. 90 h.p. 6-cylinder heavy oil engine (manufactured under Acro licence). An illustration of this engine appears in our report of the paper read by Mr. G. Vane Morland at the Annual Congress of the Municipal Tramways & Transport Association.

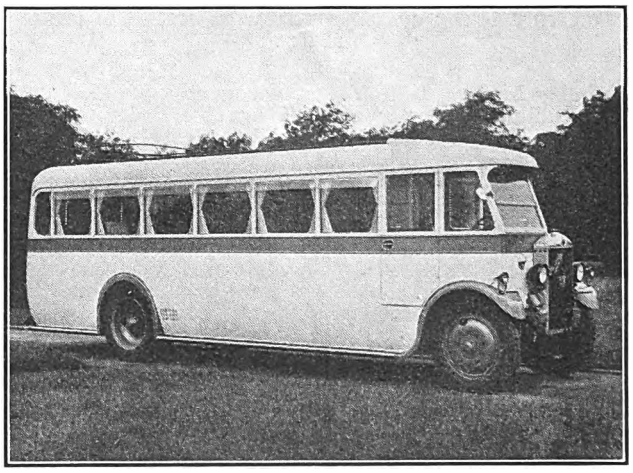
**Avon India Rubber Co., Ltd.,** 120, Howard Street, Glasgow, C.1. Stand No. 167. The exhibits comprise Avon-Seiberling giant pneumatic tyres, heavy duty motor tyres, normal motor tyres, Democrat motor tyres and motor trade sundries.

**S. F. Bowser & Co., Inc.,** Windsor House, Victoria Street, London, S.W.1. Stand No. 15. This firm are showing a very wide range of petrol and oil equipments suitable for modern service station, garage, commercial and private use. Their exhibits are to include the latest types of petrol metering dispensing units approved by H.M. Board of Trade, a special one-gallon piston-type petrol pump for the convenience of small commercial users. Advantage is being taken of the Exhibition to introduce to the public and the trade alike the latest Bowser lubricating oil fountain. This is a four point unit but has all the advantages of the well-known Bowser eight point fountain. A point that will appeal to many users is that this new equipment is an Empire product—being built by S. F. Bowser Company, Ltd., in Toronto, Canada.

**British Goodrich Rubber Co., Ltd.,** 50, Pall Mall, London, S.W.1. Stand No. 154. The exhibits comprise British Goodrich "Gilt Edged" super pneumatic tyres, this being the firm's super line recently introduced on the market, which has created considerable interest; standard pneumatic tyres, accessories for the motor industry and Woodmilne foot pumps.

**British Oil and Turpentine Corporation, Ltd.,** 71, Commerce Street, Glasgow, C.5. Stand No. 158. The exhibits comprise a complete range of Speedwell motor oils including Speedwell "A," "Sans Egal," "Sans Egal Zero," "White Ideal" (racing oil), "Nuford," "Z" (Medium) Commercial, "Heavy Lorry," etc. Speedwell "Crimsangere" (Light) for chassis lubrication and Speed-

coach, the property of Mr. Michael Antonelli, Primrose Garage, Dunoon, and the other "Invader" is a bus belonging to Mr. Scott, Woodside Garage, Aberdeen, in addition they are showing a G2 lorry. Mather & Son are exhibiting on their own stand an "Invader" sun-saloon, the property of Mr. Walker, of Aberdeen, also a G.6 type (6/7 ton) three-way tipper and a G.4 type brewer's lorry and G2 type (40/50 cwt.) end tipper. An "Avenger" long distance coach will also be shown on Chas. Roberts & Company's stand and a G.3 type (3 ton) drop-sided lorry will be seen on Messrs. Bryson Bros. stand; on the same stand will also be seen an "Invader" and "Avenger" chassis whilst the G.2, G.4. and G.6 vehicles will be available for demonstration purposes.



A CROSSLEY 6-CYL. DE LUXE COACH.

**Crossley Motors, Ltd.,** Gorton, Manchester. Stand No. 144. The exhibits comprise a 50-seater double decker, an example of the Crossley "Condor" double decker, as supplied to such Corporations as Leeds, Rochdale, Aberdeen, Manchester, etc., will be on view. The body is the

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Crossley "Lowbridge" type with an overall height of approximately 13 ft., accommodating 50 passengers, 24 in lower saloon and 26 in upper saloon. A 32-seater six-cylinder Service omnibus; this is the standard 32-seater Crossley service omnibus. The chassis is the well known six-cylinder type. The 32-seater body is upholstered in leather throughout. Special cantrail ventilation is provided. Front entrance with rear emergency door. A 28-seater six-cylinder de luxe coach, this is upholstered in moquette and has all the latest modern features. A 38/110 h.p. six-cylinder single-deck chassis is also shown.

**Dunlop Rubber Co., Ltd.,** Fort Dunlop, Birmingham. Stand No. 177. A new and improved Dunlop Clipper tyre will be a feature of this firm's exhibit and there will also be a display of the "Fort" Dunlop covers and Dunlop standard tyres. All the latest types of Dunlop wheels, including the bolt detachable disc, steel artillery and wire wheels, will also be shown. The Dunlop Company is also making a feature of commercial vehicle tyres, the well-known giant pneumatic and giant balloon being exhibited, as well as the Trakgrip—for soft and marshy ground—and a range of solid tyres.

**Englebert Tyres, Ltd.,** 162, Great Portland Street, London, W.1. Stand No. 155. The exhibits comprise a full range of the firm's giant pneumatic tyres for commercial vehicles, in both the high pressure and balloon types.

**A. & D. Fraser,** 39/49, Bothwell Street, Glasgow, C.2. Stand No. 102. This firm being distributors for Morris trucks the exhibits will comprise a Morris-Commercial 32-seater forward-control "Dictator" bus; one-ton standard van; standard 30-cwt. chassis, with special lorry body built by themselves, and a Morris-Commercial 35/40 chassis mounted with petrol carrying tank wagon.

**Glasgow & Paris Motor Garage and Repairing Co., Ltd.,** Avenuepark Street, Maryhill, Glasgow. Stand No. 132. The exhibits comprise a Latil 6-ton chassis type B5, Latil 10-ton tractor with winch, Latil 5-ton tractor with trailer and a Latil cattle float, also a 20/30-cwt. "Delahaye" delivery van and "Delahaye" 15-cwt. traveller's brougham.

"LATIL" 10-TON CHASSIS FITTED WITH SPECIAL ADHESION DEVICE.

**Halley Motors, Ltd.,** Yoker, Glasgow. Stand No. 129. The exhibits comprise a 37/95 h.p. 6-cylinder De Luxe Halley "Chieftain" 26-seater pullman coach. Bodywork by Thomas Harrington, Ltd., Brighton. A 30/85 h.p. 4-cylinder standard Halley "Conqueror" 36-seater rear entrance omnibus, bodywork by W. J. Smith & Co., Ltd., West Bromwich. A 30/85 h.p. 4-cylinder special forward control 5-ton Halley lorry model E.F.2., lorry body and cab by exhibitors. A 30/85 4-cylinder 4-ton Halley chassis model P.9.H. A 26/40 h.p. 4-cylinder 3-ton Halley lorry model D.F.2, lorry body by exhibitors. A 24/36 h.p. 4-cylinder Halley refuse collection vehicle, dustless refuse collection body and twin telescoping hydraulic end tip gear by Bromilow & Edwards, Ltd. Halley 40/115 h.p. 6-cylinder engine type 10H., and a 4 speed and reverse gear box as fitted to all Halley single deck bus models.

**Jack & Renwick,** West Silvermills, Edinburgh. Stand No. 114. This firm, who are distributors for Scotland of the International Harvester Co., of Great Britain, Ltd., are exhibiting a model AW-2 "Six Speed Special" chassis with 4-cylinder engine, 30-cwt. carrying capacity. A model S-24 chassis, 4-cylinder engine, 2-ton carrying capacity. A model A5 chassis, 6-cylinder I.H.C. engine, 4-ton carrying capacity (or 26 seats). Model "20" Industrial tractor, pneumatic tyres all round, 30 by 5 front, 40 by 8 rear, sub frame and spring hitch, cab with front and rear mudguards, etc.

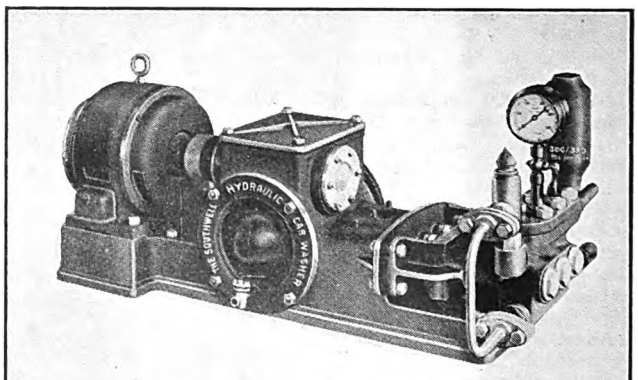
**Chas. Macintosh & Co., Ltd.,** Cambridge Street, Manchester. Stand No. 165. The exhibits comprise a display of solid N.A.P. and truck tyres.

**McLay's Garage, Ltd.,** Kirkintilloch. Stand No. 123. This firm being distributors of Morris commercial vehicles their exhibits will comprise a new 15-cwt. Morris commercial van with new radiator, streamlined dash and body, larger body, enclosed cab, 5 lamps, 12 volt starter and lighting set, mechanical tyre pump, etc. A new improved one-ton Morris Commercial standard van. A new improved 35/40-cwt. commercial truck with special coach-built body and a new 50-cwt. Leader chassis.

**Price's Patent Candle Co., Ltd.,** Battersea, London, S.W.11. Stand No. 203. The exhibits comprise a complete range of their "Motorine" high class lubricants. Handy Motorine taps for the use of purchasers of oil in drums. "Zero" radiator Glycerine, for which this firm have been appointed sole selling concessionaires, will also be exhibited.

**Redline Motor Spirit Company, Ltd.,** Waterloo House, 16, Charles Street, London, S.W.1. Stand No. 170. The exhibits comprise pumps and equipment suitable for bulk storage of petrol, together with a number of cans of the various brands of petrols marketed by this Company. In addition there will be a section for motor oils, included in which will be exhibited oil storage cabinets together with sample drums marketed, also there will be various sample grade oils.

**Charles Roberts & Co., Ltd.,** Horbury Junction, Nr. Wakefield. Stand No. 105. The exhibits comprise a single deck coach of the service type on an A.J.S. chassis, accommodating 32 passengers. This is equipped with an emergency door and all the arrangements inside comply with the transport regulations. The second vehicle shown is a single deck 28-seater long distance coach on a "Commer" chassis. Special attention has been given to the design of this vehicle so that it will comply with the new Road Act Regulations.




THE "SOUTHWELL" WORM DRIVE HIGH PRESSURE CAR WASHER EXHIBITED BY SIMPKINS ENGINEERING WORKS.

**James Robertson,** 95, West Nile Street, Glasgow, C.1. Stand No. 10. The exhibits will include B.E.N. 2-Gun washer, polisher and axle stands. Black & Decker drills, ½ in. and ⅝ in. refacers, De Luxe engine kit, precision engine kit, board of decarbonishing equipment, grinders and sander. Bradbury 8-ton and draw presses. Tecalemit lubrigun. Weaver ambulance, cranes; tow pole; hydraulic, Lo-way and Hi-lift jacks; 28-ton press; brake reliner; rim stripper; wheel aligner; drain pan bucket pump; drive-over; and rotary hoist.

**Rossleigh, Ltd.,** 32, Shandwick Place, Edinburgh. Stand No. 126. The exhibits comprise a Dennis 2-ton forward drive lorry, Dennis 30-cwt. van, Dennis 6-ton forward drive lorry, Dennis 6-cylinder Dart coach and a Dennis 6-cylinder Lance or Arrow coach.

**Shell-Mex, Ltd.,** Shell Corner, Kingsway, London, W.C.2. Stand No. 204. The exhibits comprise the new automatic Shell visible pump, sealed Shell motor lubricating oil cabinets, and other exhibits illustrate the use of Shell motor spirit, Shell lubricating oils and car polishes, also specimens of oils and packages.

**Simms Motor Units, Ltd.,** Percy Buildings, Gresse Street, Rathbone Place, London, W.1. Stand No. 187. The exhibits comprise the well known Simms products:—High tension magnetos, battery ignition, flexible magneto couplings, flexible dynamo couplings, flexible couplings

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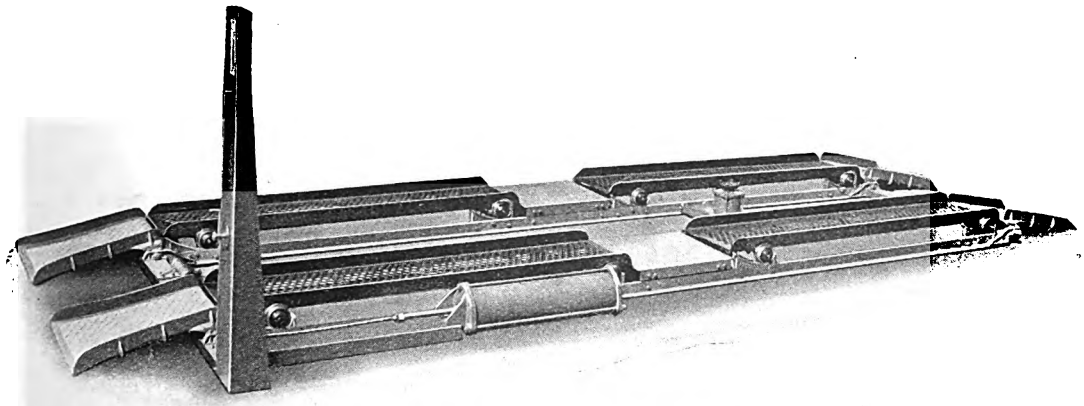
for all purposes. "Jurid" flexible couplings for cardan shaft drives. Magnetic petrol gauges, magneto conversion sets for Fords. Magneto spare parts, suitable for Simms and practically all makes of magnetos. Impulse starter couplings, patent "Vortex" air cleaner, magnetic oil filter, super-oiler for top cylinder lubrication and automatic advance and retard.

Simpkins' **Engineering Works,** Gedling, Nottingham. Stand. No. 11. The exhibits comprise a two gun "Southwell" worm drive high pressure car washer. In this car washer all working parts are totally enclosed. Automatic lubrication from sump in crankcase, works silently. The "Southwell" Junior one gun car washer is suitable for the smaller garage and the private motor owner. "Southwell" Super Electric. (*For illustration see page* 20.)

Stobcross **Motor Co., Ltd.,** Minerva Street, Glasgow. Stand No. 141. The exhibits comprise a fairly comprehensive range of Bean commercial vehicles.



THE TECALEMIT FOUR WHEEL BRAKE TESTER.

**Tecalemit, Ltd.,** Mitre House, Scrubbs Lane, Willesden, London, N.W.10. Stand No. 14. The exhibits comprise a standard bulk lubricating compressor, knapsack lubricating compressor, positive feed compressor, airline Lubrigun, Electrogun, airline Lubrigun and air compressor combination, giant pneumatic lubricating compressor, electric gear flusher, penetrating oil sprayer (hand operated), penetrating oil sprayer (air operated), oil delivery unit, gun filler attachments, Brakometer (4 wheel brake tester), car ramps, lifts, Autolave car washer, garage Highlift Jacks, also systems of high pressure lubrication, lubricant and other accessories.

John I. Thornycroft & **Co., Ltd.,** Thornycroft House, Smith Square, London, S.W.1. Stand No. 146. The exhibits include a double deck bus mounted on their "BC" Forward control double deck chassis, also a new 4-ton lorry, and a 50-cwt.

**John C. Todd,** 14, Mayfield Road, Edinburgh. Stand No. 140. The exhibits will comprise a selection of Reo commercial motor vehicles.

**Town & County Motor Garage, Ltd.,** 19, Justice Mill Lane, Aberdeen. Stand No. 108. This firm who are distributors for Willys Overland Crossley vehicles exhibits will comprise a 30/35-cwt. Manchester with tipping body. Willys Commerce saloon. Willys Commercial 30-cwt. coach body by Mumford, Ltd., and Manchester long wheel base 2-tonner.

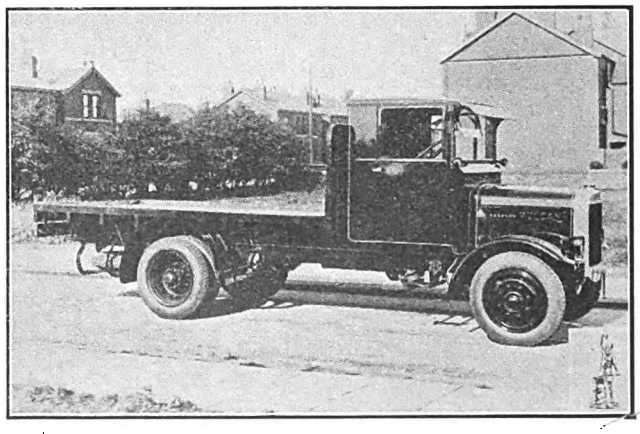
**Vulcan Motor & Engineering Co. (1906), Ltd.,** Crossens, Southport. Stand No. 131. The exhibits comprise the Vulcan 50/60-cwt. model which can also be obtained with either normal or forward control, it is shown as a forward control detachable sided lorry. Vulcan 40/45-cwt. forward control model (which is also obtainable with normal control) is shown as a detachable sided lorry. Vulcan 30/35-cwt. normal control model (also obtainable with forward control) is shown as a hand screw tipper. The Vulcan "Emperor" double deck omnibus chassis which is fitted with the Vulcan "Monarch" 6-cylinder engine. A smaller edition of this engine rated at 37.2 h.p. is fitted in the "Prince" 32-seater omnibus chassis.

**C. C. Wakefield & Co., Ltd.,** Wakefield House, 30 & 32, Cheapside, London, E.C.2. Stand No. 178. The exhibits comprise a full range of "Castrol" oils and greases. Four new Wakefield products will be shown:— Castrol "Swanshot ST," Castrol "Unijoynt" compound, and Castraulic. For chassis lubrication by oil gun, the Wakefield patent oil gun has been produced, this is 16½ in. long. A display of Wakefield grease guns and nipples, grease canisters, oil tanks, oil drums, taps and stands, and every modern lubrication accessory including "Oilit," the Wakefield light lubricating and rust preventing oil for magnetos and all other delicate car mechanisms.

**Westfield Autocar Co., Ltd.,** 108/110, Lothian Road, Edinburgh. Stand No. 127. The exhibits comprise one Morris Commercial "Dictator" coach chassis, Morris Commercial Leader truck, 35/40 cwt. van and a one-ton van. Also one Morris 8-cwt. van. This firm are distributors for Morris Commercial Cars, Ltd., for the City of Edinburgh (with the exception of Leith) also the counties of Midlothian, Haddington and Linlithgow. Also distributors for Morris Motors, Ltd., for the whole area above mentioned, including Leith.

We regret that we are unable to give any information about some of the well known vehicles which will be exhibited but at the time of going to press these had not come to hand. Amongst such firms should be mentioned T.S. Motors, Ltd., London and Maidstone, Stand No. 109. Maudslay Motors, Ltd., Coventry, Stand No. 111. Daimler Co., Ltd., Coventry, Stand No. 130. Leyland Motors, Ltd., Leyland, Lancs., Stand No. 142. Bean Cars, Ltd., Tipton, Staffs., Stand No. 145.

A VULCAN "EMPEROR" 51-SEATER DOUBLE-DECK OMNIBUS.



A VULCAN 50/60 CWT. LORRY.

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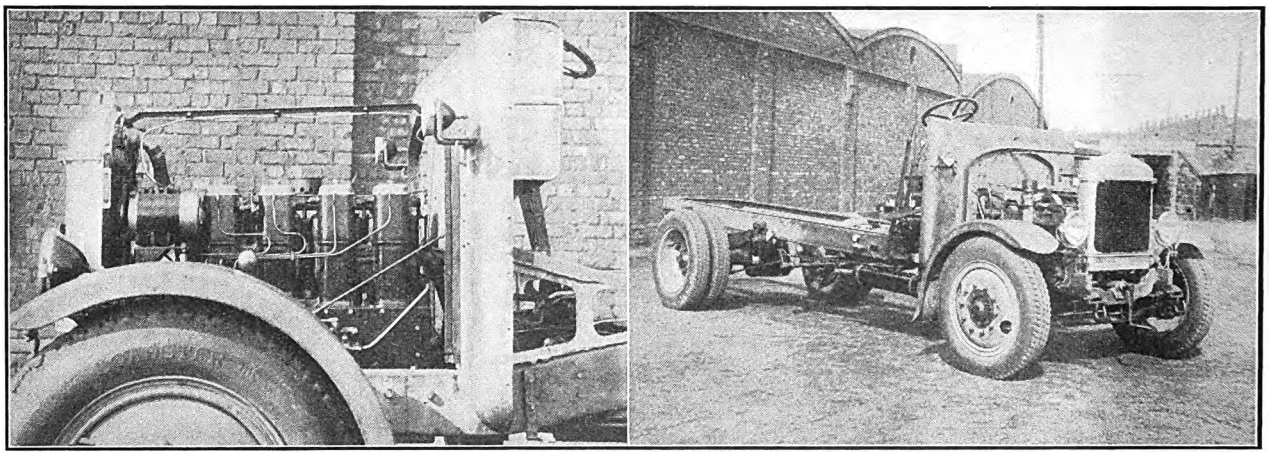
Amongst firms showing in the Accessories and Components Section whose details have not been received are the following:—Henley Tyre & Rubber Co., Ltd., London, Stand No. 152. Chloride Electrical Storage Co., Ltd., Manchester, Stand No. 153. Goodyear Tyre & Rubber Co. (Great Britain), Ltd., Wolverhampton, Stand No. 166. Palmer Tyres, Ltd., London, Stand No. 180. Glico Petroleum Co., Ltd., London, Stand No. 181. Anglo-American Oil Co., Ltd., London, Stand No. 190. Accessories (Edinburgh), Ltd., Edinburgh, Stand No. 191. Sternol, Ltd., London, Stand No. 195. Pirelli, Ltd., London, Stand No. 196.

# A New Heavy Oil Engined Commercial Vehicle.

## The Pagefield-Gardner 5-6 ton Diesel Lorry.

Messrs. Walker Bros. (Wigan), Ltd., makers of the Pagefield Commercial Vehicles, have recently placed on the market a new 5-6 ton heavy oil engined vehicle, called the Pagefield-Gardner Diesel Lorry. With the exception of the power unit, the chassis is a standard Pagefield throughout. The following is a brief specification, fuller details of which we hope to give in our November issue. The engine installed is a Gardner 4-cylinder 36 H.P. of the heavy oil consuming compression ignition type, having a bore and stroke of 4¼ in. × 6 in. respectively. The fuel pump is of the Bosch type. Forced fuel lubrication is employed, circulation of cooling water is by pump. Transmission of engine power is through a large diameter Ferodo faced cone clutch to a 4-speed and reverse gear box, thence by propeller shaft to a live back axle of the double reduction type, with spiral bevel gear for the first and plain spur gears for the second. Two sets of brakes are provided; the foot brake operating on a drum mounted on the tail-shaft of the gear box, the hand brake operating internal-expanding shoes in drums attached to each rear wheel. The frame is mounted upon semi-elliptic springs fore and aft. Road wheels are of steel mounted upon pneumatic tyres 38 in. × 7 in. front and rear. Wheel base and track dimensions are 14 ft. 9 in. and 5 ft. 9 in. respectively. Overall length 21 ft. 6 in., overall width 7 ft. 5 in. Total length of body space provided is 14 ft. 0 in.



THE PAGEFIELD-GARDNER 5-6 TON DIESEL LORRY.

Chassis price complete with tyres, lighting equipment and mechanical tyre pump, £1325.

# Traffic Control.

The continuous growth in the number of motor vehicles in this country is gradually intensifying the problem of regulating and directing motor traffic, carried out to a large extent in country districts by the road patrols of the principal motoring organisations. Tentative suggestions have been made from time to time for the formation of a new and official body of men to be engaged solely as traffic police, but nothing has ever come of them, and the idea has been condemned in certain influential quarters. The problem of handling adequately the tremendous amount of traffic on our main roads remains, therefore, partially unsolved.

Where traffic points are under the control of the patrols of the motoring organisations, the work is efficiently carried out. This is borne out by the fact that the Royal Automobile Club has provided, at the request of the police authorities, R.A.C. Guides to undertake the work of traffic regulation, in twenty-three towns in different parts of the country.

That there are still very many cross roads and other points where a traffic regulator of some description is required is obvious. The police cannot provide the necessary number of men to staff all such points, and as a consequence, the R.A.C. is continually receiving requests to "station a man here" or "post a man there."

During the past six months, the R.A.C. has been asked to provide patrols at a very large number of different points. It must be obvious, however, that there is a limit to the resources of any organisation supported by voluntary subscriptions. The R.A.C. from the funds provided by its members, maintain something like a battalion of men on the road; at least fifty per cent. of whom are engaged on traffic control. The whole of the motoring public takes advantage of, and profits from, the service thus provided, but only a certain proportion pays anything towards its upkeep.

As an organisation very deeply concerned in the question of traffic regulation and direction, the R.A.C. would point out to motorists generally, that increased support would permit of practically every important traffic point in the country being taken over by a patrol, with a consequent improvement of very great magnitude in the safety of the roads.

## League of Nations and Transport.

The League's Committee on Communications and Transit adopted several resolutions and reports to the Council. The Committee proposes the summoning of a European Conference for the purpose of concluding an international agreement on the unification of road signalling, the taxation of foreign motor cars and an agreement between the customs authorities to facilitate the cancellation of undischarged or lost triptychs. The Committee emphasised the desirability of gradually suppressing level crossings. As regards air transport the Committee recommends greater freedom for regular international transport and, further, that the present pool system of air co-operation should be extended and improved by bilateral or multilateral agreements with a view to eliminating unfair competition and increasing the economic efficiency of international air traffic.

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# Olympia Motor Show.

## October 16th to 25th.

### What some of our Advertisers are Showing.

**Automotive Products Company,** Brock House, Langham Street, London, W. 1. Stand No. 235. Exhibits comprise:—Timken Axles, Hercules Engines, Hannum Steering Gears, Borg and Beck Clutches, Purolator Oil Filter, Autoduct Link-V-Belting, Cleveland Graphite Bronze Bushings.

New Type Borg & Beck Single Dry Plate Clutch, embodying pressed steel cover. Included in this exhibit is new Drive Plate Assembly known as the Star Type, which has a flexible centre of new design incorporated, and has been developed primarily to help overcome tortional and periodical vibration of the engine and transmission.

Purolator Oil Filter. This is an instrument of simple and robust design, and should appeal both to the manufacturer and private owner, inasmuch as there is no special knowledge required to instal same. These instruments are being made in the Leamington factory, and are extremely reliable and at the same time moderate in price.

**Avon India Rubber Company, Ltd.,** Melksham, Wilts. Stand No. 472, Grand Hall Gallery. Chief interest in the Avon Programme for 1930-1 centres in the recent announcement of a "technical liaison" between this old-established British house—tyre and rubber manufacturers since 1885—and the Seiberling Rubber Company of Akron, U.S.A. The Sieberling tyre has a world-wide reputation and in effect this new association opens up a British source of supply for it, since Avon Tyres are now being made to Avon-Seiberling specifications and largely under Seiberling processes. Motorists will be quick to appreciate the importance of this announcement when it is remembered that the Seiberling Company are acknowledged leaders in the tyre world and command exceptional resources of research, manufacture and test. Mr. Frank A. Seiberling himself is an outstanding pioneer of the industry, who made his first tyre in 1898 and has since produced more than 50,000,000.

With such a reinforcement of manufacturing experience and advanced technique, allied with all that is best of British material and workmanship, Avon Tyres cannot fail to be better than ever and to build up a rapidly-increasing demand. The Avon Company remains an independent entity, employing wholly British capital and labour under its own Board of Directors.

Users of Avon car tyres will be glad to known that there are no "outward and visible" changes in the range. Tread patterns, for example, are unaltered and the Olympia exhibit features chiefly the broken triple-ribbed pattern with elongated shoulder-buttresses, introduced at last year's Show for the well-base balloon group. These tyres are particularly handsome and well proportioned and there is choice of a standard grade for average touring purposes or a "Heavy Duty" type for arduous service.

A new and unique tyre of quite unusual interest is the "Road-Racing" Cover, offered in certain sizes ranging from 27 by 4.00 to 31 by 5.25. These tyres were used by Mr. Victor Gillow when he won the Saorstat Cup (first day's race) in this year's Irish Grand Prix, and their tenacious road-grip undoubtedly assisted the "spectacular cornering" which was such a sensational feature of his driving. Avon Road-Racing Tyres have been severely tested at Brooklands, too. Their casings are of immense strength and all component parts are highly heat-resistant.

Rubber Sundries and Accessories form attractive features of the display and there is also an instructive showcase of tyre sections at various stages of the building-up process, revealing those "hidden treasures of quality construction" which are so cleverly explained in "Tyres —by Avon," a 40-page photogravure book of valuable tyre data, of which visitors may have a complimentary copy on request.

**Chloride Electrical Storage Company, Ltd.** Stand No. 446. Batteries for starting, lighting and ignition on motor cars are displayed by The Chloride Electrical Storage Company, Limited, makers of the famous Exide batteries, who occupy Stand No. 446 in the Gallery. The Chloride Company's factory at Clifton Junction, near Manchester, is the largest battery making plant in the British Empire. At Olympia there are shown Exide Monobloc batteries in moulded multi-compartment containers, designed both for mounting on the running board and for chassis fitting. The running board types are fitted with nickel-plated holding down bolts and moulded lid, and are of minimum weight and bulk for a given capacity. The smart finish is everything that can be desired for running board mounting, and enables the expense of an outer polished wood box to be dispensed with. Electrically, and in internal design, the Monobloc batteries are identical with other Exide types, and possess the abundant engine starting ability which has made Exide batteries famous. In addition, they are fully capable of meeting all the lighting, ignition and other requirements imposed by modern accessories.

**Coventry Chain Company, Limited,** Spon End Works, Coventry. Stand No. 425. The Company's exhibits comprise:—**Two six-cylinder Engines,** on which duplex Roller chains are used to drive the camshafts and auxiliaries. Both engines are of the overhead valve type and exemplify very clearly the adaptability of the chain drive, since in one the camshaft is situated in the crank-case, and in the other it is overhead. Typical Chain Drives for cam and auxiliary shafts, as fitted by English and Continental automobile manufacturers. Samples of single Roller, duplex Roller, triplex Roller, quadruplex Roller, and Inverted Tooth Chains. Samples of replacement Chains for American and Continental automobiles. Automatic Tensioners for camshaft and auxiliary drives. Chain Couplings for auxiliary shafts and accessories. Cutters for the machining of Roller and Inverted Tooth Chain Wheels.

**Henley's Tyre & Rubber Co., Ltd.** Stand No. 468. There will be exhibited:—Henley Green Line Balloon Tyres with buttressed walls—the latest in tyre construction. Henley Central Rib Pattern Reinforced Balloon and Heavy Duty Tyres with buttressed walls. Medium Pressure and High Pressure Tyres in Central Rib Pattern. The new green Henley Inner Tubes, ring shaped, in addition to the popular priced red Inner Tubes.

**M.C.L. and Repetition, Ltd.** Stand No. 225, Gallery. There will be on view typical sets of Lighting and Starting Equipment. Dynamos and Starting Motors of various sizes covering all sizes of engines, together with suitable Switchgear Lamps and Batteries will be displayed. In addition a Running Set will demonstrate the functioning of the various items of the Set, particularly the M.C.L. Automatic Controller which regulates the charging of the Dynamo to suit the needs of the Battery. Headlamps will be demonstrated embodying Twin Filament Bulbs to meet the non-dazzle problem. Another demonstration will show an M.C.L. Starting Motor turning over a modern car engine from rest. The M.C.L. Starting and Lighting Equipment will be found fitted to many of the Engines exhibited in the Marine Section. Apart from the design of special Switch Gear and the elimination of all Aluminium Parts on the Dynamos and Starters, the equipment follows the general principles of the well known M.C.L. Car Lighting Equipment which employs an Automatic Control for reducing the output when the Batteries are fully charged.

**Pyrene Company, Limited,** Brentford, Middlesex. Stand No. 353. Exhibits comprise:—Pyrene Fire

THE PYRENE FIRE EXTINGUISHER.

Extinguisher. The latest improved model embodies a double-acting rotating pump which enables it to be operated in any position. It does not depend on air or gas pressure. Projects a powerful continuous jet of fire killing liquid, which contains no acid and is non-damaging. No more liquid than is necessary to put out the fire need be used. The Pyrene Extinguisher is easily refilled. "Standard" Model in Polished Brass, and Nickel, Black or Chromium Plated finish. The "Junior" Model for Light Cars. Operates on the same principle and is supplied in Nickel or Chromium Plated finish. Both Models supplied filled and complete with Bracket. Phomene Fire Extinguisher. Projects foam on the surface of burning liquids which completely blankets the flames.

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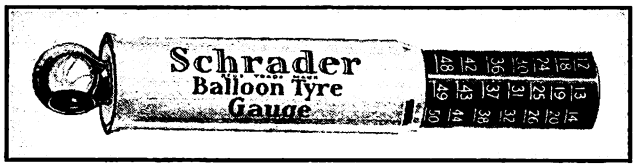
Particularly suitable for the protection of Garages, Oil Stores, and other places where inflammable liquids are used or stored in bulk.

**A. Schrader's Son, Inc.** Stand No. 260, National Hall Gallery. The Schrader tyre valve will be shown in its many and varied forms suited to different classes of use, from the smallest of cars to the heaviest of bus and goods vehicles. The principle embodied is the same throughout,




THE SCHRADER BALLOON TYRE GAUGE.

and spare "insides," interchangeable in all cases, will be shown as available to motorists in neat cases containing half-a-dozen ready for instant use. A large range of accessories for the Schrader valves will be on view, these including angle extensions for greater convenience in inflation, special pump connectors and a valve repair tool. Another and equally well known speciality is the Schrader tyre pressure gauge, which also will be shown in various forms, calibrated for low, medium or high pressure tyres. One model is of special appeal to garage proprietors; it has a dual "footing," or end for application to the tyre valve, and calibrations in one pound graduations from 10 to 60 lb. in one case and in five pound graduations for 60 to 160 lb. in the other case, thus making one and the same gauge suitable for use with all kinds of tyres, from those of a pedal cycle to the giant pneumatics of a 10-ton lorry. Garage proprietors are also catered for in a cabinet for counter display known as the Reddy Seller; shaped externally to represent a large Schrader pressure gauge it contains shelves for a variety of valves, gauges and valve accessories.

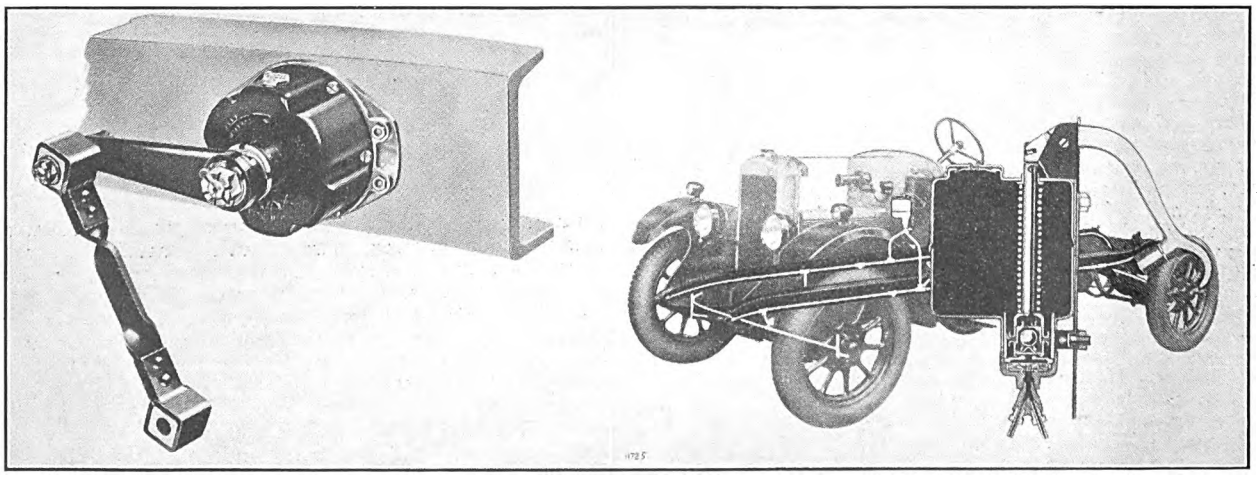
**Shell-Mex, Ltd.** Stand No. 210. The Shell Stand this year has been devoted entirely to the reception of our visitors. The Shell representatives will be pleased to meet you, and discuss any problems appertaining to the lubrication or fuelling of your car, and any other points dealing with the famous Shell products. There will be a full range of literature dealing with the motor car, and lubrication charts of various makes of cars can be had on the Stand.

**Skefko Ball Bearing Co., Ltd.** Stand No. 143. The various types of Bearings exhibited are as follows:—The S.K.F. Single Row Deep-groove Non-filling Slot type of Ball Bearing capable of taking combined radial and thrust loads; the S.K.F. Single Row Cylindrical Roller Bearing designed for dealing with heavy loading at high speeds; the S.K.F. Taper Roller Bearing which type is used extensively for automobile front hubs and other applications; S.K.F. Magneto type Ball Bearings and S.K.F. Steel Balls. Special section drawings showing methods of application of various types of Ball and Roller Bearings to automobile components are also exhibited.

**Tecalemit, Ltd.,** Scrubbs Lane, Willesden, N.W.10. List of Exhibits on Accessories Stand No. 347:—Tecalemit Systems of Central Lubrication. High Pressure Lubricating systems (Tecalemit, "Tecazerk," "Alemite," "Dot," "Ex-a-gun," and "Lub" Patents. Tecalemit Automatic Guns types 4A, 3A, 2A, etc. (pressure 5,000 lbs. per sq. in.). Tecalemit "Hook-on" guns, type T.26 and No. 1. "Tecazerk" "push-on" type guns, types 4B, 3B, 2B, 7MC, 10MC, etc. (pressure 5,000 lbs. per sq. in.). "Alemite" Guns. "Lub" Guns. "Dot" Guns. "Ex-a-Guns." Junior Lubricating Compressors. Appropriate Nipples for all above systems, extensions, elbows, "Quick-fix" nipples, etc. Tecalemit Pure Solidified Oil in "Easy Filler" tins, 4 ozs., 1 lb., 2 lbs., and 5½ lbs. Type R.B., H.M.P. Non-Separator Lubricant in "Easy Filler" tins and bulk. Tecalemit Special Lubricant, for Hypoid Gears. Tecalemit "Tecraphine," Graphite Lubricant in "Easy Filler" tins and bulk. Tecalemit Central Lubrication Oil. Tecalemit Penetrating Oil. Tecalemit "Goldengear," gear oil in tins and bulk. Tecalemit Spring Armour (all steel) fitted with lubricating nipples. Grouped Nipple equipment. Viblock Hose Clips. Tecalemit Electric Clock. Tecalemit Electric Revolution Counters. Tecalemit Oil Filters. Tecalemit Air Filters. Tecalemit Petrol Filters. Tecalemit Electric Petrol Pumps. Carbosolve Carbon Remover. Fire Extinguishers. Tecalemit Speedometer.

List of Exhibits on Garage Equipment Stand No. 562:—Standard Bulk Lubricating Compressor on wheels, hand operated. Capacity 17 lbs. lubricant. Can be used on all high pressure systems. Knapsack Lubricating Compressor. Can be strapped to operator's back and easily moved from place to place. Lubricant capacity 11 lbs. Positive Feed Lubricating Compressor. Suitable for lubricant of very heavy consistency. Airline Lubriguns, air operated. Capacity 25 lbs. lubricant; can be used on all high pressure systems. Readily portable. Electroguns, electrically operated. Capacity 25 lbs. lubricant. Can be used on all high pressure systems. Airline Lubriguns and Compressed Air Portable Complete Units. Giant Pneumatic Lubricating Compressor. Capacity 100 lbs. Can feed as many grease lines as are required. Gear Flushers, electric and air operated, for flushing out back axles and gear boxes. Penetrating Oil Sprayers, air and hand operated. For spring lubrication and removing body squeaks. Oil Delivery Unit. The apparatus offers the most convenient means of filling gear boxes and back axles. Gun Filler Attachments for quick, clean filling of hand and power lubricating equipment. Brakometer Four-Wheel Brake Tester. Automatically registers efficiency of braking system on any car. Portable ramps to facilitate car lubrication and chassis repairs. Lifts. Hydraulic car hoists to accommodate all British and foreign cars. Free-Wheel and Drive-on Types. Autolave Power car washing plant; 2 and 4 Gun models. Garage High Lift Jack (Hydraulic).

**Triplex Safety Glass Co., Ltd.,** W.1. Stand No. 203. The Triplex exhibit at Olympia will be of special interest in view of the possible developments in connection with the new Traffic Act. Windows, wind screens and motor boat glass will be on view as well as one of the Triplex weight testers which puts the glass "through it" before it is considered fit for the general market.



LEFT: THE LUVAX HYDRAULIC SHOCK ABSORBER. RIGHT: LUVAX-BIJUR CENTRAL CHASSIS LUBRICATING SYSTEM.

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**C. A. Vandervell Co., Ltd.**, Acton, London, W.3. Stand No. 392. Exhibits comprise a representative range of C.A.V. Electrical Production and Car Equipment, including 1931 models and new productions. C.A.V. Car Dynamos with standard and special provisions for incorporating with engine designs, including assemblies with coil ignition and extended magneto drives. C.A.V. Starter Motors with standard drives, and also with special pinion engagement devices, switch and solenoid controls. C.A.V. Coil Ignition System with switch and pilot light controls, also separate engine-driven distributors and coil units. C.A.V. Switchboards and Flush Fitting Panels with ignition controls and switch locks. C.A.V. Batteries. 1931 range of Lighting, Starting and Ignition Types incorporating all-moulded containers and including representative models with C.A.V. Patent Threaded Rubber Insulators, also replacements for American and Continental cars. C.A.V. Spot Lights, Interior, Dash, Instrument, and Inspection Lamps, including C.A.V. Nife Portable Handlamps. C.A.V. Special Blue-Star Headlamp Bulbs and official C.A.V. replacements. Luvax Hydraulic Shock Absorbers in sizes suitable for all car types, demonstrated to show valve control of spring recoil. Luvax Bijur Central Chassis Lubrication System. Pressure oiling from driver's seat for all chassis points. (*For illustration see page* 24.)

# Casual Labour in the Transport Industry.

Motor haulage and cartage conditions in the port of Liverpool are succinctly but adequately surveyed in a valuable report which has been prepared by Mr. F. G. Hanham of the Ministry of Labour. This report deals fully with the whole range of casual employment of Merseyside, the information being produced by diligent co-operative inquiry of all concerned, employers as well as employees. There is a section in the report headed "Road and Rail Transport." Mr. Hanham mentions the existence of at least three local employers associations catering for different specialised users of road vehicles with a co-ordinating conference for wages purposes. He makes the observation that horse cartage is still used to an appreciable extent, but in recent years there has been a great change in the demand for carters, resulting in a surplus never likely to be re-absorbed in the industry.

"The main factors tending to eliminate horse cartage in the area are:—(1) Extension of railways to quayside; (2) Greater facilities for overside deliveries; (3) Recent development of warehousing at the quayside; (4) Growth of motor road transport. Of these, the most important is mechanical road transport.

Liverpool, he says, has been described as the home of heavy haulage. The more rapid movement of mechanically driven vehicles has increased the efficiency of the individual unit for most types of journey, thus reducing the number of units required for the transportation of a given volume of goods. "A more important phase of this growth, however, is the development of mechanical road transport as a serious competitor to the carriage of goods by rail. The increase of a direct through service between the ship's side and the factory has resulted in fewer handlings of cargo at each end and reduced the local cartage from the docks or warehouses to railway stations.

Motor transport direct from the docks has increased from 177,000 tons in 1922 to 373,000 tons in 1929. To these figures should be added the tonnage transported direct to the quay for export, in order to ascertain the total weight of goods hauled by motor transport to and from outlying districts.

"The changing methods of road transport have not necessary benefited the local haulage industry because much of the traffic lost on the railway has also gone from the carts; it has not gone to local motors but rather to the up-country man.

"One employer (not a cartage contractor but doing his own cartage) states that formerly he had thirty horses to cart goods to the railway stations, but now he has only four. His goods are now mainly conveyed by motor transport and he estimates that 90 per cent. are delivered in "foreign" motors. This percentage is not applicable to the port as a whole. Nevertheless it is generally admitted that the outside contractor is securing an appreciable proportion of the road transport of goods from the dock.

"The owners of steam wagons and motor lorries coming from the Lancashire towns with merchandise for shipment endeavour through the 'back loading' agencies to obtain a return load and thus avoid light running. By taking back loads from the quay or warehouse they cover running costs of the return journeys. One of the main reasons for this loss of trade to firms outside the area is the non-application of the 48-hour accumulative week which is in force at Manchester and most other neighbouring centres. In the counties of Lancashire and Cheshire (except Merseyside) 48 hours constitute a normal week's work on an accumulative basis; time worked over and above 48 hours accumulative in one week, counts as overtime, and not on the basis of actual time worked in addition to each normal day; overtime for the first six hours is paid at ordinary rates and afterwards at time and a quarter rates."

In Liverpool overtime is calculated on a daily basis; for men in the motor section from 5.30 p.m. and for carters from 5 p.m. In each case, ordinary day rates are paid up to 7 p.m. and afterwards at time and a quarter rates. Consequently overtime rates become payable on many long journey deliveries, thereby increasing the costs of local firms as compared with those of competitors from outside the area.

Most employers have a permanent staff of carters with, in some cases, a small margin of horses without men. One prominent employer states: "I think it wrong to have casual carters. Each man tends to handle horses differently and the horse becomes a bad worker."

Information from employers demonstrates that the number of men in regular employment has decreased during the past ten years; e.g., one warehouse owner states that he only employs 25 carters and motormen as against 40 to 50 carters previously, and another firm of teamowners only had 18 against 36. This tendency to reduce permanent staffs does not necessarily indicate an increase in casual employment, but merely a reduction of staff to meet the decreased demand for local cartage and haulage. A number of cartage firms have gone out of business and in other cases, men formerly on the permanent staff, have been put on a casual basis.

The trade union rule that "motors having trailers attached and being employed on journeys within a ten mile radius of Liverpool and Birkenhead Town Halls, must carry a third man in charge of same" was mentioned by several employers as a factor making for casual employment. Sometimes a trailer was used on long distances, and on other days within the ten mile radius, consequently the trailer man was engaged on a casual basis and when required for the short distance journeys.

"One hundred carters and motormen were interviewed, and the analysis shows that in most cases the men were formerly in constant work as carters or motormen. They have drifted into the casual category owing to the loss of their regular job and the general slackness in the transport industry. Ninety-one of the men interviewed were within this category and the ages at which they became casually employed were:—19 years of age and under, five; 20-24 years of age, 12; 25-34 years of age, 28; 35-44 years of age, 16; over 45 years of age, 30."

**Barford & Perkins' Diesel Motor Rollers.**—Agricultural & General Engineers, Ltd., Aldwych House, Aldwych, London, W.C.2, have sent us a copy of a new catalogue published by their associated company, Barford & Perkins, Ltd., Peterborough, which gives full particulars and illustrations of that firm's comprehensive range of diesel engine motor rollers of weights from nine to eighteen tons. This catalogue No. 1,000, which is free upon application, gives in concise and well-presented form, the latest and most up-to-date points in road roller design and is profusely illustrated from original photographs and diagrams.

**A Busy Firm.**—The D.P. Battery Co., Ltd., of Bakewell, is, and is likely to remain, very busy. The chief development has been in the increasing use of Kathanode batteries for electric traction, including platform trucks, mining locomotives, standard gauge shunting locomotives, electric vehicles for Municipal Cleansing Departments, and delivery vehicles for handling milk, beer, laundry and other goods, also the very large high capacity batteries fitted in submarines by the British, European and South American Naval Authorities. Orders in hand at the present time for Kathanode batteries include four large ones for standard gauge locomotives in India.



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# Air Transport Notes.

**Handley Page Bulletin.**—The September issue of the "Handley Page Bulletin" contains a report of a demonstration of slots at Le Bourget. The demonstration was given by Captain J. H. Cordes. The aeroplane was the Handley Page Gugnunc fitted with auto-control slots, interconnected auto-lift slots and wing flaps and interceptors. The tests were designed to show that the aeroplane fitted with these safety devices was as nearly foolproof as it is possible to make an aeroplane. Captain Cordes deliberately committed every possible fault without the machine tending to get out of control or to adopt a dangerous attitude. It was generally conceded after the demonstration by the spectators that they had witnessed the completest and most convicing demonstration of the advantages of auto-slots that has ever been given. Recent developments make it possible to-day to announce that the Handley Page slotted wing is now in use on the civil aircraft of almost every country in the world.

**Pocket Air Liner for Empire Services.**—A new light air liner, the Westland "Wessex," which is particularly suitable for the feeder services of the Empire air routes, or as a luxury air taxi, was demonstrated at the Hanworth Air Park recently. It has been built at the Westland Aircraft Works at Yeovil and is a small 3-engined cabin-monoplane which carries five passengers with comfort and safety. Besides its suitability for air transport work, the machine is an ideal type of private aeroplane for the business man who can afford to employ a pilot and demands the maximum safety and reliability. The saloon of the "Wessex" is equipped with the aids to comfort usually found in an expensive motor car. It is upholstered in leather and there are adjustable headrests to the chairs, sliding windows, pockets and elbow rests. With its three 110 h.p. Genet-Major engines, the "Wessex" is capable of cruising at 95 miles per hour for 5½ hours. In the event of one engine failing, the machine can still fly strongly, and even climb strongly, with full load, on the remaining two engines. The first four machines of the type have been sold to the Belgian national air service transport company, the S.A.B.E.N.A., and they are being placed in service on the London-Brussels air route, and internal lines in Belgium.

**New Air Services in South Africa.**—A new aviation concern, to be known as the United Air Transport Company, is being formed at Capetown to operate transport lines between Capetown, Windhoek, Johannesburg, Durban and Lourenco Marques with probable extensions to Rhodesia and the Belgian Congo. The service up the west coast will probably act as a "feeder" to the proposed Imperial Airways service and passengers will be charged at the rate of approximately fourpence halfpenny a mile.

**Cape to Cairo Airway Agreement.** — The Egyptian Government and the Imperial Airways have arrived at a temporary agreement with regard to the proposed Cape to Cairo air service. This is subject to future Egyptian legislation.

**Australian Airways.**—A Sydney message says that the National Airways announce that satisfactory progress has been made during the present year. No flight has been delayed owing to defective machines and 1,131,600 miles have been flown over. The dividend for the half year was at the rate of eight per cent. per annum.

**Portuguese Air Services.**—A contract has been signed between the Portuguese Government and two Portuguese air companies for the monopoly of national air services from Lisbon to Paris, Madeira, Cape Verde, Guinea and the Azores, besides internal air services at Angola and Mozambique. Before December 22nd, 1931, the companies and the Government are to agree upon mail contracts. The time to be allowed for putting the service on the various lines into operation from the date on which the Government communicates to the companies its desire for such lines to be established, varies from four months to four years.

**Berlin-Nanking Air Line. Ambitious Service Being Planned.**—A Nanking message says that it is hoped to establish a bi-weekly aeroplane service from Berlin to Nanking next April. The aeroplanes, which it is reported will carry 15 passengers, would follow the route of the Trans-Siberian Railway. Negotiations are proceeding with the Soviet Government to secure their consent to this service.

**Manchester Air Services.**—The Airport Committee of Mancester Corporation and Northern Air Lines are planning extension to the Barton Aerodrome. The present fleet of aeroplanes numbers sixteen. It is proposed to augment the fleet by twelve new machines. These will be delivered early next year and it is expected that full use will be made of them. Recently the number of private and commercial planes wishing to land has so increased as to have made it necessary to have a fully equipped control tower from which landings can be systematised. The aerodrome itself is to be extended to make the landing accommodation better. The experimental air service which links up Liverpool, Manchester and Birmingham with Croydon, has been suspended for the winter months. Owing to the shorter hours of daylight it is not considered practicable to give adequate connections with the Armstrong-Siddeley air liners of the cross-channel route, without the introduction of night flying.

**Aviation Congress.**—The Ninth International Juridical Aviation Congress was held at Budapest towards the end of last month. There was a distinguished gathering of local notabilities and diplomatists. In declaring the Congress open Count Khuen Hedervary pointed out that its chief task was to pursue the work commenced at the Paris Congress of 1909. They had to draw up an International Air Code. The rapid development of aviation was accumulating legal problems which called imperatively for solution—in particular from the point of view of air traffic over the seas and the whole regime of the seaplane. The question of offences committed on aircraft in the course of international journeys also had to be considered. M. La Pradelle (France), President, thanked the Hungarian authorities for their hospitality. Herr Wegerdt, Germany; M. Friis, Denmark; M. Talamon, France; M. Pittard, Switzerland; M. Tomosanyi, Hungary; and Senhor Moraes Barros, Brazil, were elected Vice-Presidents. The Congress in the course of the proceedings once more emphasised the principle of the freedom of air traffic over the seas, special regard being had for inland States. Another resolution affirmed that floating "aircraft islands" on the sea should in every case be established under the sovereignity of an individual State which should be responsible for the regulation of their use. There should be no differential treatment of aircraft on account of their nationality. The intention to establish floating islands on the high seas should be notified to all States, and in case of dispute the League of Nations should be appealed to.

**Nanking Government and Aviation Imports.**—A Nanking message says that instructions have been sent by the Ministry of Finance to the Inspector General of Maritime Customs that all aeroplane parts and accessories are to be exempted from import duty for five years.

**New Air Mail Service. To Bolivia and Peru in Twelve Days.**—Air mails which left London on Saturday, September 20th, for Bolivia and Peru were, for the first time on this route, carried by aeroplane direct to La Paz and Lima, where they arrived shortly after mid-day on October 2nd. This is the first time the air mail service has been carried beyond Santiago by French aeropostal planes and it will, in future, be a weekly service.

**The Question of Establishing a National Air Transport Service in the Irish Free State.**—The question of establishing in the near future a national air transport service in the Irish Free State is coming well to the front, and the Government authorities have been urged to take action in the matter, which is considered to be one of great importance for the country and its future progress. In Dublin, last month, there was placed on exhibition a new Gypsy Moth aeroplane, ready for use, and requiring only oil and petrol to set it in motion. Colonel Russell, the well-known aviator, gave a simple and instructive description of this aeroplane to the large number of interested people who were attracted by the novel exhibit. He explained that at the Baldonnel Aerodrome one could learn to operate a flying machine in about half a dozen hours. It was as simple as learning to drive a motor car. There was no mystery and no difficulty about flying. It was a matter of only a few years until aeroplanes would be as common as ships, and when merchandise would be carried in aeroplanes from one place to another. The Irish Aero Club were doing their best to get the Free State Government authorities to set up a national air transport service. The Club were desirous of having a regular daily air service established between Dublin and England, so that it would form the nucleus of a national air service in the future, which would expand.

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# British Association of Shipping and Forwarding Agents.

An ordinary general meeting of the British Association of Shipping and Forwarding Agents was held at 97, Cannon Street, London, E.C.4, on October 8th last.

**MR. A. W. HEARD** (Jones, Heard & Co., Ltd., Newport, Mon.), the Chairman of the Association, presided, and was supported by two of the Vice-Chairmen, Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London) and Mr. Norman N. Bird (Herbert Watson & Co., Ltd., Manchester). There was a good attendance of members.

**Announcement of Incorporation.** The Chairman said that when at Nottingham it was decided to establish the British Association of Shipping and Forwarding Agents, which decision was subsequently confirmed at the meeting held in Birmingham, it was then decided to take immediate steps to obtain the Incorporation of the Association. It was found, however, that under the new regulations of the Board of Trade it was necessary before Incorporation could be obtained for an association to have been in existence for two years, no doubt to establish the fact that the Association applying was a competent body to receive Incorporation. The legal advisers to the Association arranged with the Board of Trade on the 14th July last for Incorporation, and Memorandum and Articles of Association had been circulated to all members. It was his pleasure to report that the British Association of Shipping and Forwarding Agents was now an Incorporated body.

The Council of the Association had dealt with certain correspondence on behalf of the industry with satisfactory results.

**Date of Annual General Meeting.** The Chairman said that in order to fall into line with arrangements that had been made by the London Shipping and Forwarding Agents' Conference to hold the Annual Dinner of that Conference on January 13th next, the Council of the British Association of Shipping and Forwarding Agents had approved of the suggestion that they should call their next Annual Meeting for January 13th, 1931, in order that members attending that meeting should have the opportunity of attending also the Dinner of the London Shipping and Forwarding Agents' Conference. Personally, he thought the suggestion was an excellent one, and in due course members would receive full particulars of the Dinner of the London Conference and he hoped that as many as possible would make it a point to attend the Dinner. The suggestion was made in accordance with the wishes of Mr. M. E. Duffett, the President of the London Shipping and Forwarding Agents' Conference.

The meeting adopted the suggestion unanimously.

**Discrimination in Steamship Companies' Handling Charges.** The Chairman said that, as most of the members were aware, the Council of the Association had conducted considerable correspondence with various shipping lines and others in connection with the discrimination in the charges of steamship companies as against the shipping and forwarding agent. Trouble had arisen particularly in Hull and also in other places including Manchester, Swansea and, he thought, London also had received one or two complaints. The Council had decided that the proper course to adopt would be to deal with the question, in the first instance, through the Chamber of Shipping, and steps had been taken to obtain the assistance of the Chamber, and they hoped shortly to hear that the Chamber had been able to take some line of action which would enable shipping and forwarding agents to establish the fact that they were entitled to be permitted to exist and that they should not be wiped off the map by the steamship owners.

**International Federation of Shipping and Forwarding Agents.** The Chairman said that the British Association of Shipping and Forwarding Agents was, as members were aware, affiliated to the International Federation of Shipping and Forwarding Agents. The International Federation held a Congress in Antwerp in June last and their delegate to that meeting was Mr. F. J. Gerson, who had been good enough to attend to watch over the interests of the British Association of Shipping and Forwarding Agents.

Mr. F. J. Gerson, responding to an invitation from the Chairman to say a few words on the Congress of the International Federation, reminded the members that a full description of the meeting together with a report of the proceedings had appeared in the July issue of *The World's Carriers and Carrying Trades' Review*, and he did not think there was anything further he could say regarding that Congress.

The Chairman said that the International Federation had decided to constitute a Court of Arbitration, and Mr. M. E. Duffett, Mr. F. J. Gerson and Mr. W. B. Woolley had been appointed by the British Association of Shipping and Forwarding Agents to act as arbitrators in connection with the proceedings of that Court.

The Association decided, a short time ago, to invite the International Federation of Forwarding Organisations to hold a Congress meeting in London in 1932, when they hoped to be permitted to extend hospitality to members of the International body who came to London. That pleasure had, however, been postponed until 1933 in view of arrangements already made by the International Federation on the Continent. The British Association of Shipping and Forwarding Agents hoped, in due course, to make such arrangements as would enable them to entertain suitably members of the International Federation when they visited London in 1933.

Mr. F. H. S. Rouse (The American Express Co., Inc.), the Hon. Treasurer of the Association, reported on the financial position, and this was considered by all members to be very satisfactory.

A member of the Association reported that a certain steamship company running from a port at which his firm had an agency had asked them to sign a bond in the following terms:—"In connection with the Holding Bond demanded by H.M. Customs and given by you in connection with the clearance of goods arriving by your steamers, we hereby undertake to indemnify you against all claims which may be made upon you in respect of goods cleared through Customs by ourselves and to keep you covered for all undertakings which you have given to H.M. Customs in this matter."

This matter, the Chairman continued, had received very careful consideration by the Council, and the unanimous conclusion come to was that shipping and forwarding agents were under no obligation to sign such a Bond, and the Council recommended that members should not sign anything of such a nature. The Bond was of a wide nature and the ship owners appeared to desire to shelve their own responsibility and foist it on to the shipping and forwarding agents.

The meeting then concluded.

* * * *

A Council Meeting of the British Association of Shipping and Forwarding Agents, at which Mr. A. W. Heard presided, preceded the meeting reported above.

# London's New Dock.

London's new timber dock, the Lavender Dock, has just been brought into commission. The first ships to use it were the s.s. "Dea" and s.s. "Neath Abbey" with cargoes of softwood from Kara Sea ports.

The Lavender Dock is the latest addition to the Surrey Commercial Docks system and has been developed from two ponds known as the Lavender and Acorn Ponds, in which for more than a century oregon pine and other imported timbers which season when immersed in water have been stored.

The new quay is long enough to accomodate seven average-sized timber vessels. Alongside the discharging berths are sheds of the latest design capable of storing some 30,500 tons of timber. Altogether the Port of London Authority now have sheds covering 70 acres for the storage of timber at the Surrey Commercial Docks and a further 69 acres for open storage.

Over 2,000,000 tons of timber are brought into the Port of London annually, over a quarter of the total imported into the United Kingdom.

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# London Shipping and Forwarding Agents' Conference.

A meeting of the Council of the London Shipping and Forwarding Agents' Conference, was held at the London Chamber of Commerce on Wednesday, October 1st, last, **MR. M. E. DUFFETT** (Messrs. J. D. Hewett & Co., Ltd.), the President of the Conference, presided.

There were present:—Mr. J. B. Ballantyne (Messrs. J. B. Ballantyne & Co.), Mr. H. Gilbert (Messrs. G. W. Sheldon & Co., Ltd.), Mr. C. McEwan (Messrs. Thos. Cook & Co., Ltd.), Mr. G. Perry (The British Commercial Transport Co., Ltd.), Mr. F. H. S. Rouse (The American Express Co., Inc.), Mr. E. W. Turvey (Messrs. Nunzi & Co., Ltd.) and Mr. E. N. Westfield (Messrs. Chas. Atkins & Nisbet, Ltd.).

It was reported that Mr. Frank J. Gerson (Rosenberg, Loewe & Co. Succrs., Ltd.), had expressed regret at his inability to be present.

The minutes of the meeting held on 4th July, 1930, were taken as read and signed.

Arising Out of the Minutes:

(a) *Export Rates on traffic delivered intermediately in London*:

The President reported that the new arrangement commenced to be effective on the 1st October, 1930, and would run for an experimental period terminating on 30th September, 1931. All interested firms have been advised.

(b) *Delay in Delivery of Goods per L.M.S. Railway*:

The President stated that a *precis* of all the complaints received as a result of the recent circular to members was sent in to the Chief Goods Manager of the Railway Company. In the course of a conversation which the Secretary had had with the Company's official a few days previously it was stated that in each case the members were quite satisfied with the explanations given them, and that, generally speaking, the delays had been attributable to minor mishaps outside the Railway Co.'s control, e.g., loss of labels, consignment notes, etc. If, however, any grave case is brought to notice, the Railway Company would like to be informed through the Conference, so that the cause of the trouble can be located.

Port Rates on Goods—*P.L.A. Discounts*:

Correspondence was read from a member firm in which the latter intimated their concern over a P.L.A. circular dated 15th August, in which appeared the following paragraph:—

> "In calculating the amount of discount, fractions of one penny will be disregarded and no discount will be allowed off any individual Bill of less than 1s. 8d."

The firm in question pointed out that this would operate to the detriment of many Forwarding Agents, who could not always arrange that their port rates would amount to 1s. 8d. or multiples of this sum, because for amounts like 3s. 3d. the discount would be 1d., 4s. 11d., 2d., and so on; and the benefit of the 5 per cent. reduction would be lost and would simply accrue to the P.L.A. A suggestion was made that the 5 per cent. on the monthly total, or some similar method. Representations were made to the Port of London Authority, but in reply they stated that the request could not be acceded to as under certain statutory obligations it was necessary to impose the conditions laid down in the circular in question.

*P.L.A. Handbook*: The Secretary stated that the latest Port of London Authority Handbook entitled "Export and Coastal Services," giving general information regarding the shipment of goods through the Port of London was now available, and that, in accordance with a resolution passed at an earlier Council meeting, a supply of 85 copies had been received by the Conference for distribution to members.

*Annual Dinner*—1930/31: The President informed the meeting that, at the General Meeting held in July last, a Dinner Committee consisting of Mr. J. B. Taylor, Mr. E. W. Turvey, Mr. G. Perry, and himself had been formed and had held one or two committee meetings, as a result of which arrangements had been made to hold the Annual Dinner on Tuesday, 13th January, 1931, at the Holborn Restaurant.

Membership:

An application for membership received from Messrs. Parry, Leon & Hayhoe (South Africa), Ltd., was considered and unanimously accepted.

The Pacific Coast Freight Forwarders and Customs Brokers Association:

It was reported that the last meeting of the American Section had considered a very lengthy letter received from the above-mentioned Association, giving details of its constitution, minutes of a previous meeting, etc., and asking for reciprocal information regarding the London Conference. The letter also indicated that the Association contemplated becoming a member of the International Federation of Forwarding Organisations, and asked the advice of the Conference in regard thereto. The reply sent by the Conference was read by the Secretary and considered to be very suitable.

A hearty vote of thanks to the Chairman concluded the business of the meeting.

# News from the Ports.

**Liverpool Shipping and Forwarding Agents' Association.** — At the October meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, arrangements will be made for the annual meeting of members, which usually takes place next month, November. The Council has received a large number of appreciative letters from members of the consular corps and others, speaking in laudatory terms of the Association's handbook which has been distributed to all the business outposts of the world. The Council now proposes to send a copy of the handbook to shipping and forwarding agents in Liverpool who are not attached to the Association, in the hope that they will consider it to be to their advantage to join up.

**Shipping Man to be Mayor.** — Mr. E. J. Hughes, of Wallasey, who will be Mayor of Wallasey in the coming year, is the principal of Messrs. E. J. Hughes and Co., shipbrokers, Fenwick Street, Liverpool. He was one of the founders of the Liverpool Shipping Staffs Association, and was Treasurer for many years.

**Evidence of Freight Anomalies.**—Attention is still being given by the commercial associations of Liverpool to the incidence of freight rates on the trade of the port, also on the effect of the dues on packed goods exported. Recently the Liverpool Shipping and Forwarding Agents' Association was asked to supply any information which might have come into its possession on the subject. That which has been submitted includes a number of glaring examples showing how Liverpool shippers are unfavourably placed in respect of general traffic, owing to competition exerted from the Port of Antwerp.

**Certificates of Origin.**—It is satisfactory to learn that the Spanish authorities have given further consideration to the question of "Certficates of Origin" for non-European goods shipped from U.K. ports to Spain. An official of the Spanish Government is to pay a visit to Liverpool to inspect the warehouse system, and it is hoped this will result in the granting of local facilities for the issue of Certificates in respect of non-European goods re-exported from Liverpool.

**Manchester Ship Canal Traffic.**—The Manchester Ship Canal Co. has supplied us with a summary of the approximate traffic return for the month of August. The approximate traffic receipts for the month amounted to £100,524 compared with £115,359 for the corresponding month of last year. The total receipts for eight months of 1930 were £892,405 as against £973,701 for the same period of 1929, a total decrease of £81,296. The August decrease is, of course, a considerable one, and is above the average for the first eight months of this year, but in view of the unsatisfactory condition of trade generally, it could hardly have caused much surprise if the shrinkage, as compared with last year, had been greater. It was in October last year that the reduced scale of charges came into operation, so that in October and the following months the comparisons with last year should be more favourable.

**Geo. W. Wheatley & Co., Ltd. Change of Address.**—We are informed by Geo. W. Wheatley & Co., Ltd., that owing to the expiration of the lease they have removed from 95, Upper Thames Street, where they have been established for so many years, to 10/12, Heddon Street, Regent Street, London, W.1. Their telephone number is now Regent 5234-5 and their telegraphic address "Wheatley, Piccy, London." Their Beak Street offices have also been removed to 17, Brewer Street, London, W.1.

**Montreal Harbour Board.** — An Ottawa message says that Mr. Joseph Rainville, Lt.-Colonel H. J. Trihey and Mr. John C. Newman, all of Montreal, have been appointed to the Montreal Harbour Board. Mr. Rainville will be the new Chairman.

**To Lecture at Hull.**—Mr. S. L. Jude, Secretary of the Liverpool Shipping and Forwarding Agents' Association intends to pay a visit to the Hull Traffic Association in December when he will deliver an address on "Shipping and Forwarding Conditions in the Port of Liverpool."

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**Charges at Great Western Railway Company's Docks in South Wales.**—The Minister of Transport, after obtaining the advice of the Rates Advisory Committee, has made an Order continuing for a further period of 12 months beginning on the 2nd October last, the existing powers of charge of the Great Western Railway Company in respect of their harbour, dock and pier undertakings in South Wales (excepting Swansea) subject to the following modification:—The tonnage charge for tipping coal, inclusive of weighing, has been reduced from 6d. to 5½d. per ton.

**Liverpool Agents for Pacific Atlantic Line.** — E. H. Mundy & Co. (Liverpool), Limited, Royal Liver Buildings, Liverpool, have been appointed Liverpool Agents for the Pacific Atlantic Line—the new direct service of steamers under the American flag between the United Kingdom and North Pacific Ports.

**White Star Line's Birthday.** — The White Star Line which, under the official title of Oceanic Steam Navigation Company, was registered on September 6th, 1869, celebrated its 61st birthday last month. Mr. Thomas Henry Ismay, the founder, had set himself no light task; for competition in the North Atlantic was then very keen; but, within two years of the formation of the company the arrival in the Mersey of the "Oceanic," the White Star Line's pioneer ship, created a great sensation. The first "Oceanic," which entered the Liverpool-New York service in 1871, was of 3,807 tons; the second "Oceanic," which was completed in 1899, was 18,000 tons—the largest steamer in the world. To-day, the White Star Line still boasts the largest liner in the world—the "Majestic" of 56,621 tons. The spirit of the founder which inspires the management of to-day is indicated in the recent introduction of the M.V. "Britannic," the first giant motor vessel to sail in the North Atlantic trade; and a sister ship is being pushed forward which should enter service before the company's next birthday.

**Southampton Docks.**—The prevalent severe depression in trade has not affected the passenger activities at Southampton to any marked extent. In fact during August last a new record was established for the number of passengers dealt with in any one mouth, the total of 120,068 being nearly 3,000 in excess of the previous highest. On one day of that busy period the Cunard Company alone embarked approximately 3,200 voyagers in three ships at the docks, the majority of these travellers being bound for the United States. The latest addition to the fine fleet of Union-Castle mail steamers based at Southampton, the "Winchester Castle," commences her maiden voyage to the Cape on October 24th. Record quantities of Cape oranges have been received at the docks this season and a number of vessels have been chartered to transport the exceptionally large consignments awaiting shipment. The "Millais" with a freight of 114,500 cases oranges, etc., set up a record for this class of traffic, but the shipment represented only a small portion of the total quantity received during the season. Splendid discharging and distributive facilities at the docks permitted the performance of a smart piece of work when the Canadian Pacific liner, "Montclare," arrived on a Friday afternoon recently with thousands of boxes of pears for London and other principal markets. It was most important that the fruit should be at the various markets on the following morning so as to catch the week-end trade, and with the expeditious handling operations, ex ship, and direct rail facilities to destinations, the feat was successfully accomplished.

**A "Bridge Cruise."**—A novel feature is shortly to be introduced into ocean cruising by the United States Lines. When the liner "Republic" leaves Philadelphia on January 10th on a sixteen days cruise to the West Indies, she will have on board a party of 300 bridge enthusiasts. The cruise will be known as "The Bridge Cruise," and under the direction of Mr. Wilbur Whitehead, the famous American bridge expert, there will be an unusual programme of bridge events with trophies for the winners. The "Republic," which is to be temporarily taken out of the North Atlantic service, will make five cruises to the West Indies during the winter. They will each be of sixteen days duration and will include calls at Nassau, Kingston, Cristabel, and Havana.

**Tyne's Own "Traveller."**—Mr. Richard Aughton, general manager of the Tyne Improvement Commission, who has already visited a number of Continental ports, is touring France, Italy, and the Adriatic, and so continuing his work of bringing before shippers and others the facilities offered by the Tyne.

**Sunderland's Harbour Master.**—Capt. Wm. Anderson, Assistant Harbour and Dock Master at Sunderland since May, 1928, has now been appointed by the River Wear Commissioners to succeed Capt. J. B. Leask as Superintendent Harbour and Dock Master. Capt. Leask retired on September 30th owing to ill health. His successor is a native of Sunderland, and was formerly a master mariner with the Manor Steamship Co., of London.

**Wear Deep Water Quay.**—Formal sanction has been received from the Government for Sunderland Corporation's scheme for a deep water quay, estimated to cost £350,000. The Government grant is on the basis of 100 per cent. of the interest during construction, which will occupy two to three years; 50 per cent. of the interest during the next 12 to 14 years. The scheme involves the demolition of about 150 houses, for whose occupants alternative accommodation must be provided. Work will probably commence very shortly.

**Sir A. M. Sutherland on Trade Depression.**—Presiding at the annual meeting of the Tyne-Tees Steam Shipping Co., Ltd., held in Newcastle, Sir Arthur M. Sutherland, Bt., said that he could not as yet see any silver lining in the cloud of trade depression which was passing over the world. They had, he added, agreed to pay a premium of £10,000 in connection with the rebuilding of Gateshead Quay, besides becoming liable for an annual rental for 25 years. The dividend was at the rate of 1/- per share on the fully paid shares and 6d. per share on the part-paid issue.

**New Liverpool Shipping Service Inaugurated at Dublin.**—A new steamship service was inaugurated at Dublin on September 20th. The occasion was the initial visit to the Free State Capital of the steamer "Alondra," one of the five vessels of the Yeoward Line, Ltd., of Liverpool. It was the first visit of any of that Company's fleet. At Dublin passengers and visitors were entertained to luncheon. In the course of the proceedings, Mr. Raymond R. Yeoward, a director of the Company, said that this was the first visit of the "Alondra" to Dublin, and the venture, thanks to railway agents and tourist agents, was a success.

**Australian Freight Reduction.**—Following on a challenge from an independent company, the Associated Steamship Owners have reduced freights on their Brisbane-Sydney-Melbourne services approximately twenty-five per cent.

**Shipping Service Between Barcelona and Philippines.**—A Norwegian shipping company has inaugurated a service between Barcelona and the Philippines, with Yokohama as the terminus.

**New American Shipping Service.**—The New England Transatlantic Lines will begin a steamship service on November 20th between Boston and London and Antwerp. The vessels, which are of about 6,000 tons, will sail under the Norwegian flag and carry both freight and passengers. The line, not being subject to Shipping Board rulings, is free to make its own rates with New England shippers.

**London's Busy Little Dock.**—The dual distinction of being the smallest and, for its size, the busiest of London's maritime depots, belongs to the Regent's Canal Dock at Limehouse. Ships of every nation are berthed there while discharging and re-loading cargoes, and thousands of barges of every description go to and fro. The dock, which belongs to the Grand Union Canal Company, has recently eclipsed its previous record by dealing with no fewer than 45 ships and 720 barges in a week, all going in and out without mishap or incident. Small steamers are usually docked and discharged within five hours, while coal ships, carrying from 1,800 to 2,000 tons, are regularly relieved of their cargoes within ten hours of being berthed. Foreign ships docking on Friday are often discharged and reloaded ready for putting to sea the following day.

**The Port of Quebec.**—The Acting High Commissioner for Canada in London has received from the Quebec Harbour Commission a copy of its report for the year 1929, which can be consulted by persons interested at the Canadian Building, Trafalgar Square, London, S.W.1. The Report in question gives a summary of the facilities available for shipping in the Port. The steady increase in traffic which has been recorded annually during the past ten years was not maintained during 1929, the figures for which year are 10 per cent. less than those for 1928 in respect of exports. The decreased traffic, of course, is due to the postponement of grain marketing, and it is anticipated that 1930 will show a resumption of the former activity in the port. The construction of the Wolfe's Cove terminal facilities, undertaken in 1925 for the accommodation of deep-draught vessels progressed satisfactorily during the year, and it is expected that the new 40,000-ton C.P.R. Steamship "Empress of Britain" will be berthed at the new pier in the spring of 1931. The depth of water being provided at the wharf and in the approach channel will be 40 feet at low tide.

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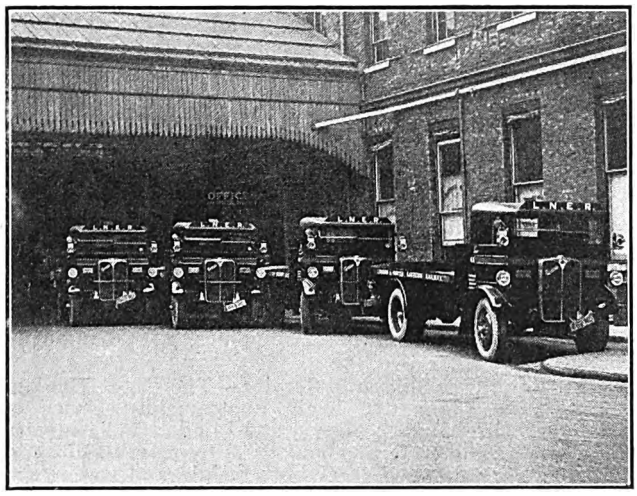
# Railway Notes and News.

**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 38 weeks of 1930 compared with the same period in 1929, and are as under:—

| | 1930 £ | 1929 £ |
|---|---|---|
| Passengers, Parcels, etc. ... | 56,257,000 | 58,581,000 |
| Merchandise, etc. ... ... | 45,457,000 | 48,573,000 |
| Coal, Coke, etc. ... ... ... | 24,652,000 | 26,319,000 |
| | 126,366,000 | 133,473,000 |

**L.N.E.R. Magazine.**—The October issue of the London and North Eastern Railway Magazine makes very interesting reading. Hints on accident prevention; Handling of bulk cargoes at British and continental ports; The old north Woolwich line; these are the titles of some of the articles. As usual this magazine is well illustrated.

**A.E.C. "Monarchs" for L.N.E.R.**—The Associated Equipment Company, Ltd., Windmill Lane, Southall, Middlesex, have supplied recently to the London and North Eastern Railway six short wheelbase "Monarch" 4 tonners. These



FOUR OF THE SIX A.E.C. "MONARCH" 4-TONNERS FOR THE L.N.E.R.

are all of the flat platform type and are fitted with A.E.C. standard cabs. Painted in the L.N.E.R. colours—blue with red bands and white lettering—they are exceptionally smart in appearance.

**"One Hundred Years of Railways."**—Mr. C. F. Dendy-Marshall in his book "One Hundred Years of Railways" written for the L.M.S. Railway, has set out to present in a popular way a brief history-narrative of how the Liverpool and Manchester Railway of 1830 became the L.M.S. Railway of 1930. The result is a highly interesting and not too technical story. The author pays glowing tribute to George Stephenson. "Atlogether," he says, "this railway is one of the finest monuments to human ingenuity and perseverance in the world, and marks George Stephenson out as one of the greatest men that ever lived. It was his supreme achievement." One chapter deals with the Rainhill Locomotive Trials of 1829, that aroused the interest of the whole kingdom and all through the book the clear description of the events and locomotives of these early Railway days, though perhaps causing some amusement, nevertheless calls forth admiration for the way in which these pioneers triumphed in the face of heartrending difficulties. The book is published by the London, Midland and Scottish Railway, price one shilling.

**Great Western Railway Magazine.**—The October issue of the Great Western Railway Magazine is rich in good things. "A Night with the News" is the title of a most interesting article. Every night 150 tons of news, hot from the Presses, leave Paddington Station to convey to the world in the West, South West and West Midlands of England and Wales but a few hours later all the latest happenings from Home and Abroad. This rapid distribution enables the newspapers to be delivered hundreds of miles away in towns and country in most cases before breakfast. Organisation and co-operation are the keynotes of its success. Every night between 12 and 2.0 a.m. over 100 motor vans slip into Paddington Station and there disgorge to a waiting staff over 10,000 bundles of London Daily Papers. Rapidly the cars are unloaded and motor trolleys, piled high with bundles, carry them swiftly along the platforms to the waiting trains, there to be weighed, checked and stowed by an expert staff.

**Liverpool and Manchester Railway Centenary Celebrations.**—Widespread interest was stimulated by the Railway Centenary celebrations held in Liverpool last month, both by the exhibits and pageant at the Wavertree Playground where some of the latest railway rolling stock was shown alongside some of the most ancient, and by the exhibition of model railway engines, historical records and prints, old time travel tickets, railway guides, etc., at St. Georges Hall. The Celebrations were organised jointly by the Liverpool Civic Authorities and the L.M.S. Railway. The Liverpool and Manchester Railway was officially opened on the 15th September, 1830, and was the first railway in the World to haul a regular throughout service of passenger trains by locomotives. Previously, locomotives for hauling passenger trains had only been used on isolated occasions; haulage by horses being the common practice. The Railway was projected in 1822 and a prospectus issued on the 25th November, 1824. Parliamentary powers were obtained in 1826. In 1829 the Rainhill Trials decided finally that engines should be the method of locomotion. These trials, which aroused the interest of the whole country, were won by George Stephenson's "Rocket." The line was opened on September 15th, 1830. In 1845 it was amalgamated with the Grand Junction Railway and in 1846, the London and North Western Railway was formed by the amalgamation of the London and Birmingham, Grand Junction, and Manchester and Birmingham lines. The amalgamation of the Companies forming the L.M.S. Railway took place on 1st January 1923. At the Centenary Celebrations there was an exhibition of British Railways embracing locomotives and rolling stock of the latest design. L.M.S. exhibits included "The Royal Scot," "Garratt" and other modern passenger and freight locomotives. The L. & N.E. Railway sent their High Pressure engine No. 10,000, the Southern, "The Lord Nelson" and the G.W. Railway a "King" Class locomotive. Visitors came from far and near to see this, the most comprehensive railway exhibition, ever seen in the country. The public, was not allowed to forget that mechanical road transport also has an interesting history, beginning with vehicles which, even to-day, are roadworthy. Messrs. John I. Thornycroft & Co., Ltd., sent to Liverpool from their works museum, Steam Van (No. 1) which a day or two before the celebrations, travelled the Liverpool streets under its own power and then took up a position at the Wavertree Playground close to Stephenson's Rocket. Steam Van No. 1, to give it its official designation, weighs 38 cwts. and is rated to carry one ton. During part of its journeyings in the city it was preceded by a man with a red flag just as in 1895 when it made its first trip from the Chiswick works to Cardiff. A representative of this journal was one of the passengers in the tour of the Liverpool streets. Despite its age, this steam van shows no signs of decrepitude. In fact one was agreeably surprised by the comfortable and speedy riding it afforded. The springing of the chassis was extremely resilient for a vehicle of its years. A company of about fifty, representing the municipality, the railways, and the organisers of the centenary celebrations, travelled from Liverpool to Manchester over the same route that was covered by the Northumbrian when it drew Wellington, Peel, Huskisson, and the rest of the distinguished company in its ornate but uncomfortable coaches. On arrival at Manchester the party entered motors and buses and drove to Liverpool Road, where a large crowd had assembled opposite Manchester's first railway station, a stone building now used as a goods depot by the London, Midland and Scottish Railway. Speaking at the Manchester Town Hall luncheon, Mr. E. B. Fielden, M.P., deputy chairman L.M.S. Railway said that in the last twenty years the motor bus had taken from the railways some large percentage of their passenger traffic. Some of that would, doubtless, never come back, because short distances were undoubtedly something that could be catered for more efficiently by the motor bus, But in regard to the more distant traffic, he thought that after the novelty of the motor bus had worn off, and in view of the cramped conditions in which the long journeys leave the passengers, they might look for a return to the railways of a great deal of that traffic. They were doing all that they could to hasten that return.

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# Law Cases.

## DUTY OF TRAMWAYS COMPANY TO PROVIDE CLEAN CARS.

In the Circuit Court in Dublin, before Judge Gleeson, Miss Daisy O'Sullivan, of Albert Road, Dublin, sued the Dublin Tramways Co. for £30 damage to her clothing, which, she alleged, was done while she was a passenger in a tramcar on 26th December, 1929.

In her evidence plaintiff stated that on alighting, with her sister, from the tramcar, her sister noticed that plaintiff's coat and dress were stained. The stain penetrated to her underclothing. Where she had been sitting in the tramcar there was a black moist patch, and to that she attributed the damage to her garments, which, she said, were rendered absolutely useless to her.

In reply to Counsel for the Tramways Co., she said that she was not aware that the Company offered to have the garments cleaned.

In his evidence for the defence, the conductor of the tramcar said that there was not any foreign substance upon the seat which the plaintiff had occupied. He sat upon the place afterwards and his clothing showed no sign of stain.

Mr. J. Mooney, B.L., who appeared for the defendant Company, submitted that there had been no negligence. The Company did not pretend to provide a Rolls-Royce car, or other luxurious method of travel, and they were not insurers. In his opinion negligence should be proved in order to sustain an action of this kind.

Judge Gleeson said that upon the evidence he was satisfied that there was some liquid or sticky matter upon the seat in the tramcar, which stained the plaintiffs clothing while she was a passenger. He looked at the case from the woman's point of view, and found that the articles in question were diminished in value because of the stains. The case was an unusual and interesting one —the first of the kind, so far as he could remember. The garments were very nice. It was important that precautions should be taken nowadays against soiling the clothing of tramcar passengers. There was a failure on the part of the conductor to have carefully inspected the interior of the car, and there was no contributory negligence on the part of the plaintiff. As it was the duty of the Company to have clean cars for the accommodation of the public, he gave the plaintiff a decree for £8 8s. with costs.

Mr. Tobias, B.L., appeared for the plaintiff.

## ALLEGED NEGLIGENCE.

A case was heard in the Bow County Court recently before Judge Thompson, K.C., in which the plaintiff was Joseph Jeremiah Hunt, a boy of 11, who sued through his father as next friend, of 57 Brightlingsea Buildings, Limehouse, E., to recover damages against Messrs. Phillips, Mills & Co., Ltd., of 16 Wellington Street, Battersea, S.W. for alleged negligence. The plaintiff alleged that on June 22nd, 1928, the defendants were negligent in leaving a trailer which had been previously attached to a steam wagon in Narrow Street, Limehouse. It was alleged that the trailer was left unattended and likely to be an allure to children. One boy was inside the trailer when the plaintiff came up, and the sideboard of the trailer became detached as a pin was removed, which fell on the plaintiff and caused him personal injury. Alternatively, the plaintiff alleged that the trailer was left on the highway in such a condition that it was a nuisance. The defence was that they denied there was no one to guard the trailer, and also they denied that it was a nuisance.

The boy gave evidence as to how he was injured by the sideboard of the trailer falling on his head, it being let down, he said, by another boy who was in the trailer, who had taken a pin out.

Evidence was given for the defence that the steam wagon driver noticed that a wheel of the trailer was loose, so he left the trailer and went on with his work with the engine. He telephoned the firm's wheelwright who repaired the wheel, and while that was being done he fetched another load of waste paper with the engine. He did not leave the trailer unattended, as he waited the arrival of the wheelwright from Battersea.

The jury were absent for about half an hour when they intimated they could not agree, and his Honour sent them back. After a quarter of an hour they still said they were not agreed, and Judge Thompson asked them if they would go back again.

The foreman: We are asked to consider the common sense and not the question of law as applicable to the question of negligence. That seems to be a very wide one when you leave anything in the street unattended. If you leave a pencil in the street, it might be questioned whether you have got to stop there all day to mind it because of an accident. We will try and re-consider the question again, however.

A further half-hour elapsed and still the jury were not agreed, and Judge Thompson said it was his duty to discharge them, and the case would be adjourned for legal arguments as to whether the case should have gone to the jury.

The foreman said he was sorry, but they had tried their utmost as it was really a most serious question.

## INJUNCTION GRANTED.

At Liverpool recently Ribble Motor Services, Ltd., obtained an interim injunction restraining the Rawtenstall Corporation and the Ramsbottom Urban District Council from running omnibuses beyond the Burnley borough boundary, on any route between Stockport and Burnley, without fulfilling certain statutory requirements and giving the Ribble Motor Services an opportunity to object at a public inquiry.

It seems that defendants started running an extended bus service from Stockport, Bury and Rawtenstall to the Burnley Cattle Market instead of terminating their service at the Burnley borough boundary as hitherto. This had been done, it was alleged, without the sanction of the Ministry of Transport.

## FAILURE TO PAY INSURANCE CONTRIBUTIONS.

At Sunderland Police Court, Thomas Sweeny, trading as the Briary Vale Transport, and living in Tunstall Vale, Sunderland, was charged with failing to pay insurance contributions in respect of one of his employees. The prosecution stated that he had failed to pay £10 health insurance and five guineas unemployment insurance contributions.

Mr. Tindell-Green, for Mr. Sweeny, said there had been no intention to defraud, but business difficulties and worries caused the discrepancies. He would pay the arrears as soon as circumstances permitted.

The Bench made an order for the arrears to be paid within two months, and imposed a fine of £2 with £1 3s. 9d. costs.

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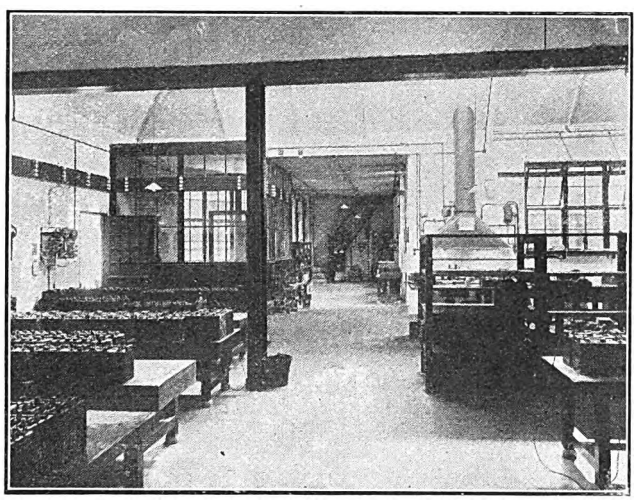
# Bristol's New Exide Depot.

## Distributing Centre for West of England.

The Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester, has opened new and magnificently equipped premises for Exide Batteries at 16-18, Broadmead, Bristol.

The removal of the Exide Depot at Bristol from Victoria St. to 16-18, Broadmead, is more than just a change of address. It means the inauguration of increased facilities for battery servicing and distribution throughout the West of England.

Only by establishing Depots at strategic centres in the British Isles are the makers of Exide Batteries enabled to meet the immense demand. From the huge factory at Clifton Junction, near Manchester, consignments are sent by road and rail to the various depots, which act as distributors to the Exide Service Agents in their territory. These service



AN INTERIOR VIEW OF THE CHLORIDE ELECTRICAL STORAGE CO.'S NEW PREMISES AT BRISTOL.

agents are thus in their turn kept fully supplied and equipped to meet the needs of the local garages and battery dealers.

There are 600 Exide Service Stations in the British Isles, each employing skilled battery men trained at the Exide Works. Besides supplying new Exide batteries for every make of car or radio set, they also repair, recharge and overhaul batteries of every make, whether Exide or not.

Recently there has been inaugurated at all Exide Service Stations a two hour battery repair service, enabling car owners to have their worn out batteries of any make completely renovated, fitted with new fully charged plate groups and delivered ready for use within two hours. Obviously such a rapid service requires a highly efficient organisation behind it, and the immense popularity of the system among the general public has compelled the opening of the new Exide depot premises at Bristol.

The Depot formerly operating at Victoria Street was only established in 1924 but in those few years the business handled has assumed such proportions that larger premises became imperative.

The new Exide depot premises at 16-18, Broadmead, occupy a large frontage on the important thoroughfare connecting the Centre and East of Bristol. They comprise a showroom and sales department, a large stores, despatch department, and repair department, together with the accounts department, Managerial offices and canteen.

The front portion of the ground floor is occupied by the showroom and sales department, with two large windows on either side of the main entrance. To the left of the showroom a wide haulingway leads direct to the stores and despatch department, allowing the large lorries which bring loads of 10 and 12 tons from the Works, to unload at the door of the stores. Wireless batteries are stored on platforms or stillages until required while starter batteries and spare parts are kept in bins round the walls. A specially constructed celluloid stock room in one corner completely isolates this class of battery from the rest.

On the next floor above the stores, communicating by a ½ ton Medway lift are the power house and repair department, completely equipped with the most up-to-date electrical apparatus for charging batteries. There are benches for charging starter batteries at various rates and others for wireless L.T. and H.T.

A particularly interesting arrangement is the system of trickle charging adopted in order to keep the charged stock of batteries in first class condition and also for maintaining the fully charged groups of plates ready for the famous Exide "Two-hour battery repair service." There are seven panels for these trickle charge circuits which are fed with current from an "English Electric" motor generator set working from the Corporation mains, and a large Hewittic mercury arc rectifier is installed as a standby.

The repair department, adjacent to the power house, is equipped with the very latest apparatus for opening up and repairing car batteries in the shortest possible time—arrangements which are particularly essential for providing the two hour repair service.

On the same floor is a large canteen for the workmen with hot and cold water laid on and separate lockers for clothes. The front portion of the second floor is occupied by the offices; from the accounts department doors open to separate offices for the Manager, Assistant Manager, Cashier and Typists.

In addition to the ordinary Corporation lighting a "Keeplite" emergency lighting equipment installed in the showroom is arranged so that in the event of any interruption of the ordinary supply a separate lighting circuit fed with current from storage batteries is automatically and instantly switched into operation.

The new depot is now in full operation and consequently Exide Service Agents and dealers throughout the West Country have at their command unrivalled resources for efficient battery service to the public.

# Heavy Motor Car (Amendment) (No. 2) Order, 1930.

The Heavy Motor Car (Amendment) (No. 2) Order, 1930, came into force on October 1st and deals with the non-articulated eight-wheeler.

Under the new Order the expression "overhang" means in the case of a heavy motor car having eight road wheels under a non-articulated frame, the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis the one passing through that point of the vehicle (exclusive of any hood when down) which projects furthest to the rear, and the other passing through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle.

In the case of any heavy motor car which complies in all respects with the following conditions, namely:—

(a) that it is provided with eight road wheels under a non-articulated frame;

(b) that all eight wheels are fitted with pneumatic tyres or tyres of a soft or elastic material and, in the case of a wheel fitted with resilient tyres other than pneumatic tyres, that the rim diameter of any such wheel is not less than 670 mm.;

(c) that it is so constructed that—

(i) under any conditions of loading when it is at rest upon a level surface, all eight wheels shall be in contact with the ground, and if any one wheel is lifted and supported at a distance of six inches above such surface the load borne by any wheel shall not be increased by more than 10 per cent.

(ii) the total weight of the heavy motor car together with its load, if any, shall at all times be such and so distributed that the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn 2 feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 10 tons;

(a) the overall length may amount to, but shall not exceed 30 feet;

(b) the weight borne by any one wheel may amount to, but shall not exceed 3¾ tons;

(c) the sum of the weights borne by all the wheels may amount to, but shall not exceed 22 tons;

(d) the weight of the heavy motor car unladen may amount to, but shall not exceed 11 tons.

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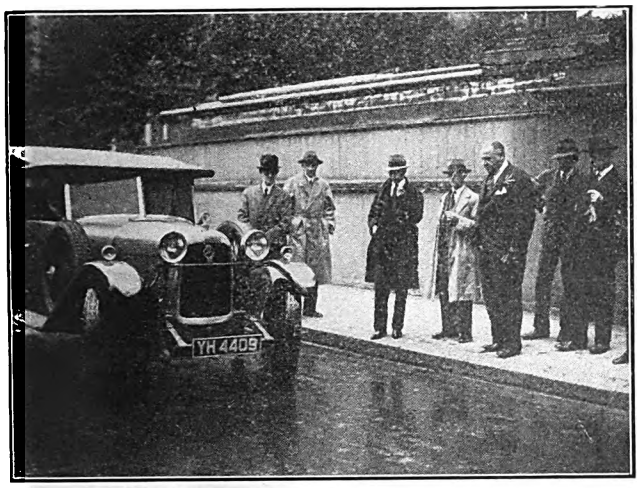
# A Non-Skid Road Surface.

We recently had the opportunity of inspecting a stretch of roadway with a really non-skid surface.

Accompanied by Mr. Manning, the Borough Engineer of Chelsea, and Mr. Pollard, of Messrs. Pollard, Ravenscroft & Co., Ltd., the suppliers of the non-skid material, a small party of pressmen visited a road which was laid down in June this year in Edith Grove, Chelsea.




AN UNSUCCESSFUL ATTEMPT TO SKID. EXTREME RIGHT, MR. MANNING AND MR. POLLARD, BAREHEADED.

In order that the material should have a thorough testing of its non-skid properties, the road was well watered before two of three members of the party took their cars along at various speeds in an endeavour to skid. The surface was all that was claimed and no skid was recorded by any member of the party.

By way of comparison, Fulham Road was next visited and after the surface had been watered the same enterprising motorists exhibited their prowess in the art of skidding with such marked success that an arrest was nearly made by the policeman controlling the traffic at the cross roads. Thanks to Mr. Manning, who is such a well-known figure in Chelsea, this disaster was narrowly averted.

The material used for the non-skid road referred to was a "one-coat" of Boeton asphalt on a concrete foundation.

Boeton asphalt is a natural asphalt mined in the Island of Boeton in the Dutch East Indies. The asphalt contains about 40 per cent. of bitumen, the remainder being formed of globigerines, microscopic in size, which are completely filled with bitumen. It is believed that the non-skid qualities of the material is due to this natural "filler" of shells, and so perfect is nature's mixture of bitumen and shell that a uniform quality can be guaranteed.

It is stated that the material is much cheaper to lay than ordinary asphalt and that it is ready for the heaviest traffic immediately after being rolled without any risk of the surface becoming wavy.

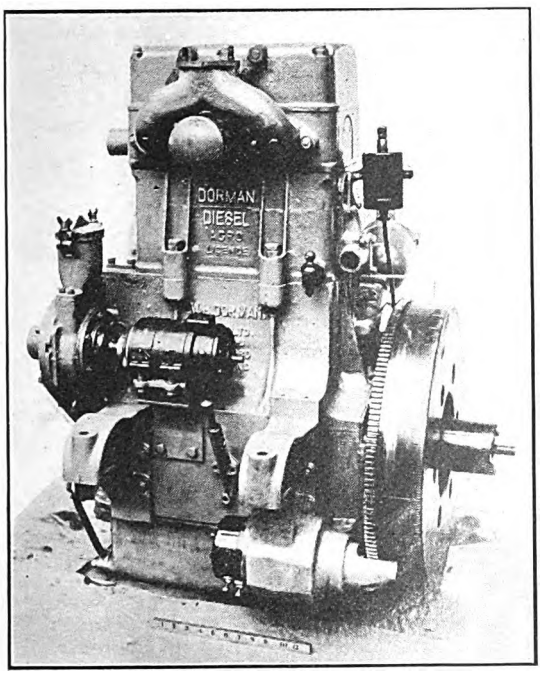
Another point is that the bitumen possesess unusual elastic and agglomerating properties enabling a large size stone to be used with it as aggregate, and as the use of stone of a large gauge is one of the secrets of making a non-skid surface, this is an important factor.

The suppliers of the material are Messrs. Pollard, Ravenscroft & Co., Ltd., 150, Southampton Row, London, W.C.1.

# Diesel Engines.

The development of Diesel Engines has been taken up by some of the oldest established manufacturers in this country and it is of interest to note that M.C.L. and Repetition Ltd., of Birmingham are well to the fore with starting equipment suitable for the Diesel engine.

Of course in certain cases starting by hand is the more obvious method, but in other cases where a self starter is desired, M.C.L. are in a position to advise and supply suitable gear. By employing two or more Starting Motors equally placed round the Flywheel, thus securing even distribution of pressure, even the largest of engines can be dealt with.




W. H. DORMAN & CO.'S DIESEL ENGINE FITTED WITH M.C.L. DYNAMO AND STARTER.

The accompanying illustration shows an engine produced by Messrs. W. H. Dorman & Co., Ltd., of Stafford fitted with M.C.L. Dynamo and Starter.

# Claims on Solid and Cushion Tyres.

The Tyre Manufacturing Industry observes with sympathy and some regret that the stress of competition in the transport world is unfortunately such as to lead to the habitual loading of heavy vehicles beyond their rated capacity. Without raising any question as to the necessity for this practice, the Tyre Industry cannot fail to regard seriously the fact that this also involves the loading of the tyres much in excess of the economic and practical limits as shown by manufacturers' schedules.

Although it is true that the service capacity of solid and cushion tyres has greatly increased, and is in fact greater to-day than ever before, demands are being made upon tyre manufacturers in increasing degree for allowances upon alleged unsatisfactory tyres which in reality could only have failed owing to this practice of overloading, arising out of conditions which are well known and generally admitted.

In these circumstances, the undernoted Tyre Manufacturers have reluctantly decided that it is necessary to protect themselves and also those vehicle owners who use their vehicles correctly by revising their present practice in the settlement of claims in the direction of greater equity towards all concerned.

In pursuance of this decision, the undernoted Tyre Manufacturers now give notice that as and from October 1st, 1930, they will not make any adjustment or allowance for alleged unrun mileage on any solid, cushion, or semi-pneumatic tyre, fitted to a vehicle rated to carry a net pay load of 5 tons or more, if such tyre has already covered a distance of 6,000 miles.

Claims on alleged unsatisfactory tyres which have run less than 6,000 miles will be examined, and if agreed, will be dealt with by the undernoted tyre manufacturers having regard to the individual circumstances in each case; Avon India Rubber Co., Ltd., Bergougnan Tyre Co., British Goodrich Rubber Co., Ltd., J. W. & T. Connolly, Ltd., Dunlop Rubber Co., Ltd., Henley's Tyre & Rubber Co., Ltd., Chas. Macintosh & Co., Ltd., Parker Tyre Co., Ltd., Pirelli Ltd., Poppe Rubber & Tyre Co., St. Helen's Cable & Rubber Co., Ltd., Trowbridge Tyre & Rubber Co. (1929), Ltd.

**New Midship Section for Tanker.**—The keel has been laid at Palmers Yard, Hebburn-on-Tyne, for the new 300-foot midship section for the Anglo-American oil tanker, "Saranac," sister ship of the "Cadillac," which was successfully repaired in this way at the same yard earlier in the year. The "Saranac," meanwhile, is continuing her work of carrying Pratts spirit to Great Britain. She will not be docked until early in the New Year after the launch of the new middle portion, and will be laid up in all for only about seven weeks.

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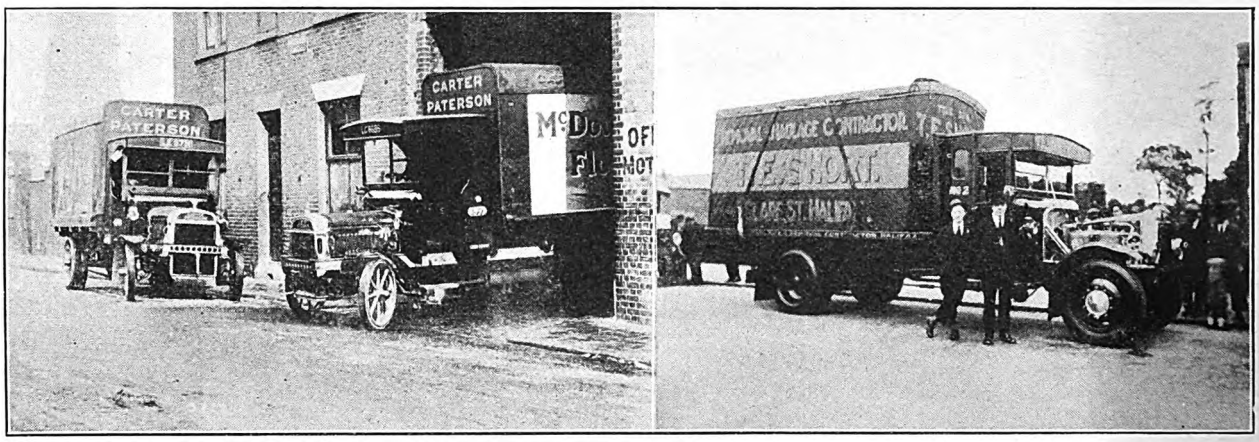
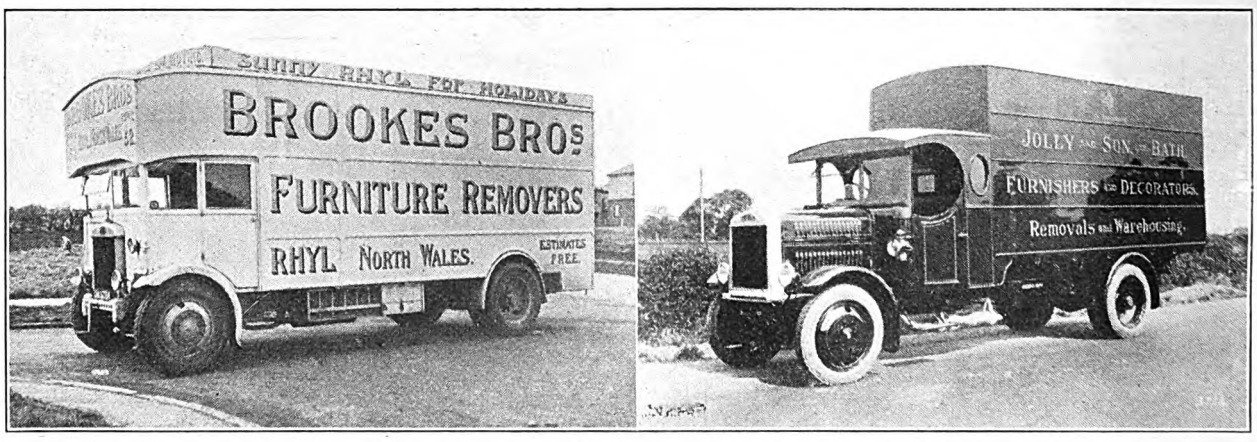
# Some Interesting Leyland Vehicles.

One of the photographs we reproduce shows two of the many Leyland vehicles in the service of Carter, Paterson & Co., Ltd. These vehicles are 17 and 18 years old and they still perform their daily duties uncomplainingly with over 500,000 miles to their credit. Another vehicle is used by Mr. T. E. Short, of Halifax and is fitted with a furniture lift van. The advantage of this type of vehicle is that it can be employed as an ordinary platform vehicle for haulage work and for furniture removing when the lift van is used. This vehicle is over nine years old and has approximately 200,000 miles to its credit and the owner states that it is still in perfect condition. It has won several first prizes at demonstrations and it is shown prior to the judging at a recent demonstration when it was awarded the first prize for the cleanest and smartest motor wagon. Another Leyland vehicle, illustrated, was supplied to Jolly & Sons, Ltd., of Bath, for furniture removing, while the fourth illustration is one of the Leyland 4-ton long side type passenger machines adapted for goods transport. The body of this vehicle was built by Brookes Bros. themselves, and as will be seen they have made use of every available inch of space in construction. It is interesting to note that Brookes Bros. also operate a large fleet of motor buses, the majority being Leylands.




LEFT: TWO OF CARTER, PATERSON & CO.'S VETERAN "LEYLANDS." RIGHT: A "LEYLAND" WITH FURNITURE LIFT VAN IN THE SERVICE OF T. E. SHORT OF HALIFAX, THIS VEHICLE IS OVER NINE YEARS OLD.




LEFT: A LEYLAND 4-TON LONG SIDE TYPE PASSENGER MACHINE ADAPTED FOR GOODS TRANSPORT. RIGHT: A LEYLAND FOR FURNITURE REMOVING OWNED BY JOLLY & SONS LTD., OF BATH.

# Forthcoming Events.

| | | |
|---|---|---|
| Oct. 16th to 25th. | London. | Olympia Motor Show. |
| Oct. 22nd. | London. | Fourth Annual Motor Ball and Carnival, Royal Opera House, Covent Garden. |
| Nov. 5th. | London. | Furniture Warehousemen and Removers' Association. Bi-Annual Meeting. |
| Nov. 7th to 15th. | Glasgow. | Scottish Motor Exhibition, Kelvin Hall. |
| Nov. 10th. | London. | Institute of Transport. Annual General Meeting. |
| Nov. 12th. | London. | First Annual Dinner of the Travel Association of Gt. Britain, Grosvenor House. |
| Nov. 25th. | London. | Annual Dinner of the London Cartage and Haulage Contractors' Provident Institution, Connaught Rooms. |
| Dec. 6th to 17th. | Brussels. | Motor Exhibition. |
| Dec. 8th to 12th. | London. | Smithfield Club Cattle Show. Royal Agricultural Hall. |
| 1931. | | |
| Jan. 13th. | London. | London Shipping and Forwarding Agents' Conference. Annual Dinner. |
| Feb. 16th. to 27th. | London & Birm'gh'm. | British Industries Fair. |
| Mar. 5th. | London. | Institute of Transport. Annual Dinner, Connaught Rooms. |
| Mar. 14th to April 27th. | Buenos Aires. | British Trade Exhibition. |
| May 20th. | Portsm'th. | Furniture Warehousemen and Removers' Association. Annual General Meeting. |
| July 7th to 11th | Warwick. | Royal Agricultural Show. |

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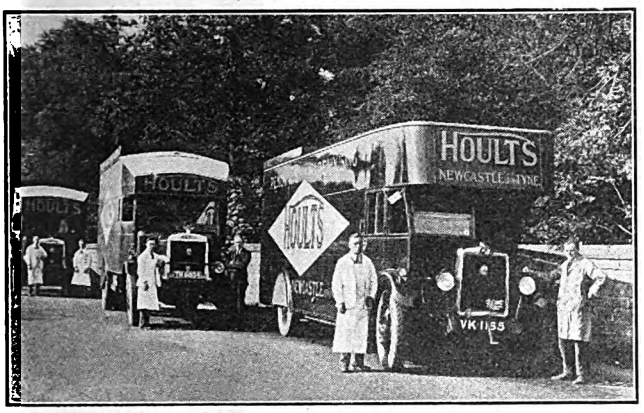
# News from all Parts.

**A Leyland "Tiger" for Furniture Removals.**—In order to be in a position to deal with any specially fast removal of furniture over a long distance, Messrs. Hoults, of Newcastle, recently added to their already extensive Leyland fleet a Leyland "Tiger" chassis, a product of Leyland Motors, Limited, Leyland, Lancashire. Although intended for passenger work, this chassis is readily adapable to moderately heavy goods transport and is specially suitable for furniture removal, owing to its speed and low loading. The machine in question (the foremost vehicle of the three




MESSRS. HOULTS "LEYLAND" VEHICLES REFERRED TO IN TEXT.

Leylands in the photograph) is fitted with a low-loading van with a capacity of over 1,200 cubic feet. This Tiger makes two journeys a week to London, loaded both ways, while journeys have been made as far north as Inverness, and south as Plymouth. The other two vehicles in the picture are Leyland 4-tonners.

**A Dennis Delivers Free Drinks.**—A free cup of an excellent coffee-and-chicory extract is willingly given to any one who cares to apply—in working hours!—to the

LYON'S NEW 2-TON DENNIS DEMONSTRATION VAN.

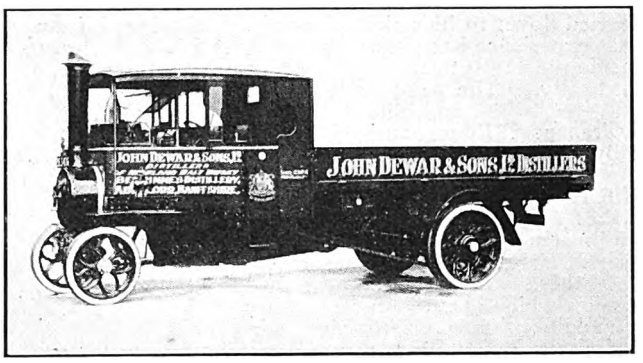
attendant in charge of the attractive vehicle shown in the accompanying photograph. This 2-ton van is a recent addition to Messrs. Lyons' Dennis fleet, and embodies coachwork by Messrs. Normand Garage. It is intended for demonstration work throughout the country, and in many a village as well as the principal towns, the free samples will be enjoyed.

**H. G. Burford & Co. Change of Address.** — H. G. Burford & Co., Manufacturers of "Burford" Commercial Motor Vehicles and specialists in Road Traction have removed the business from West Row and South Row, North Kensington, to larger and more suitable premises at Norfolk Works, Princes Road, Teddington, Middlesex.

**Institute of Transport Forthcoming Meetings.**—On November 10th next at 6.45 p.m. at the Institution of Electrical Engineers, London, the Annual General Meeting of the Institute of Transport will be held, and at 7 p.m. there will be a joint meeting with the Institution of Automobile Engineers and the Commercial Motor Users' Association, when Mr. C. le M. Gosselin (Member of Council) will read a paper entitled "Goods Carrying Vehicles," to be followed by a paper on "Passenger Carrying Vehicles" by Mr. G. J. Shave (Member). Lt.-Col. J. A. A. Pickard, D.S.O., will speak on "Accident Prevention" at a meeting for Graduates and Students at 6 p.m. on October 21st at the Institution of Electrical Engineers, and at the same time and place on November 18th there will be an informal meeting of members of the Institute, when Mr. R. E. Morley (Member) will speak on "The Classification of Goods by Merchandise Train."

**The Society of Engineers.**—The Society of Engineers (Incorporated), of 17, Victoria Street, S.W.1, is giving a dinner to Miss Amy Johnson, C.B.E., B.A., Hon. F.S.E., on Trafalgar Day, Tuesday, October 21st, at which she has kindly consented to give a talk on "The Attention that I Gave to Jason's Engine during My Flight." As far as accommodation will permit, members of any accredited institution may purchase tickets from the Secretary of the Society of Engineers. Price 13/6 each, or five for £3, exclusive of wines. The offices of the Society are at 17, Victoria Street, Westminster, London, S.W.1.

**A "Foden" for a Distillery.**—The Foden Overtype 5-ton Steam Wagon which we illustrate was recently delivered by Fodens, Limited, Elworth Works, Sandbach,




THE FODEN STEAMER REFERRED TO IN TEXT.

to Messrs. John Dewar & Sons, Ltd., for work at their Benrinnes distillery in Banffshire.

**Motor Law.**—The Automobile Association, Fanum House, New Coventry Street, London, W.1, have issued an alphabetical digest of the Statutes and Regulations affecting the owners of Private Motor Cars and Motor Cycles, including the Road Traffic Act, 1930. This digest has been compiled by the A.A. Legal Department. In due course a book dealing with the whole of the Law and the Regulations contemplated by the Act will be published by the Association. This will be available to every A.A. member free of charge.

**Sixth Annual Exide Fortnight.**—Among the outstanding Autumn trade activities is the sixth annual selling scheme launched by the makers of Exide batteries, on October 6th and ending on October 18th. All Service Agents and Wireless and Motor Dealers are eligible to participate. Two free competitions, on a big scale, one for the public and the other for the trade, have been organised in the endeavour to secure record breaking sales for Exide stockists. The public competition is a ballot to decide what are the most popular features of Exide batteries: First prize £250, second prize £100, third prize £50, with ten prizes of £10 each, ten of £5, and one hundred of £1. Entrance to the competition is entirely free and without obligation to make a purchase of any kind. Each dealer participating in Exide fortnight has a supply of entry forms for the ballot. For the trade there is a window dressing competition carrying cash prizes to the value of

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over £250, both for firms and for the actual staffs and window dressers engaged. As in previous years this competition will be judged by well known authorities.

**Commer Vehicles.**—The Cement Marketing Co. have recently placed an order with Commer Cars, Ltd., Luton, for one G2 (two tons) and two G6 (6/7 tons) platform lorries. This is a repeat order.

**Chiesmans' New "Albion."**—Chiesmans, Ltd., of Lewisham, London, S.E.13, have recently added to their fleet of transport vehicles the 30-cwt. "Albion," which we illustrate. The body was built by Messrs. Stening, of Catford. Points of interest are that the body is separate

CHIESMANS' NEW 30-CWT. "ALBION."

from the cab and that, although wheel arches are shown, they are really dummies, a flat bottom van being required for the furnishing trade. The sides of the body are carried down to hide the principals. The firm inform us that experience has shown that at least 6 ft. 4 in. clearance inside the van is necessary to take wardrobes, springs, etc., vertically. The painting is done in the firm's usual red with red, white and blue stripes.

**Transport Education.**—The North-Western Polytechnic, Prince of Wales Road, Kentish Town, London, N.W.5, which was opened by H.R.H. The Prince of Wales last October, makes a special feature of providing courses of instruction in Transport. Successful classes in Rail Transport were held last year, and these are being repeated during the session which opened on September 22nd last. In addition, new classes are being held in "Modern Road Transport Operation" and "Economics of Road Transport" under the direction of Mr. H. Scott Hall, M.I.A.E., who has an extensive knowledge of the many forms of road transport. A copy of a brochure giving details of these classes will be sent upon application to Mr. A. R. Burnett-Hurst, M.Sc. (Econ.), F.S.S., Head of the Commercial Department of the Polytechnic.

**A Useful Reference Book of Replacement Parts for Motor Vehicles.**—Automotive Parts and Accessories, Component Manufacturers and Factors, of 332 & 334, Euston Road, London, N.W.1, have issued the 1930-31 edition of their Universal Catalogue and Standard Reference of Replacement Parts for Motor Vehicles. This publication is intended to assist the vehicle repairer out of the many difficulties he so often experiences in the matter of Spare Parts, and no effort has been spared to make it as up-to-date and complete as possible.

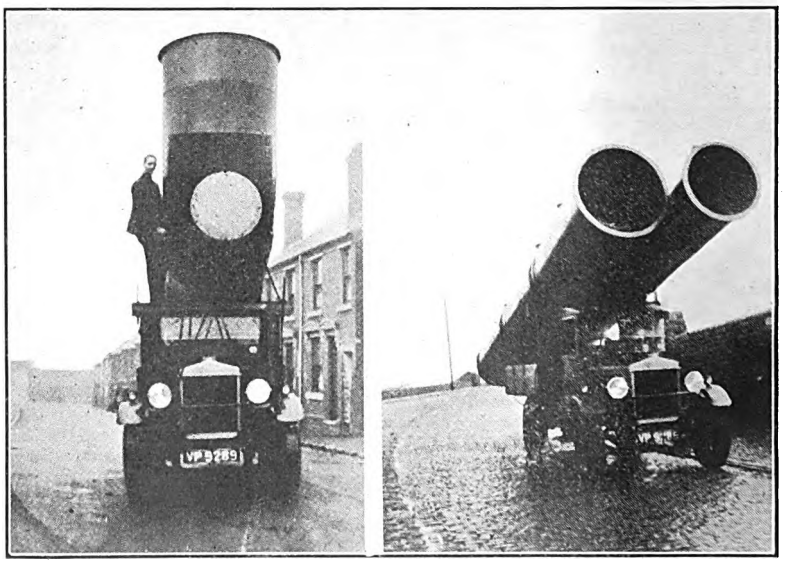
**British Mercedes-Benz, Ltd. Change of Address.**—We have been informed that the Mercedes-Benz Commercial Vehicle Department has been transferred to the premises at 111, Grosvenor Road, London, S.W.1, which is also the address of the Repair Depot.

**Hercules Engines.**—Automotive Products Company, 3, Berners Street, London, W.1, the sole European distributors of the Hercules Engines, have sent us a copy of Vol. I. No. I. of "The Hercules Heritage," published by the Hercules Motors Corporation, Canton, Ohio. The purpose of "The Hercules Heritage" is to present news—news of Hercules, news of Hercules customers, news of unusual Hercules uses—and to publish authoritative information on the manufacture and application of Hercules products. This issue is beautifully produced and contains many striking photographs; particularly excellent are those of typical engines and power units of the Hercules line. Automotive Products Company will be pleased to supply a copy of this brochure to any of our readers who will apply to them.

**Thomas Wallis & Co., Ltd. Change of Address.**—Thomas Wallis & Co., Ltd., of Holborn Circus, have recently removed their Furniture Depository from City Road to 223-227, Harrow Road, London, W.2, and their telephone No. is Abercorn 2200.

**Buenos Aires British Empire Trade Exhibition.**—The following cable was received last month by the Exhibition Management:—"To Follett Holt, Chairman London Committee Buenos Aires Exhibition.—Accompanied by Vice-Chairman and Secretary of British Chamber Commerce and Exhibition had audience to-day with General Uriburu, Argentine Government, who received us most cordially, authorising us to state this exhibition had the approval and would enjoy the support of his Government. The Minister of Finance expressed in similar cordial terms his goodwill and desire to assist us every way possible, emphasising importance of British commercial relations with this country and quoting slogan 'Buy from those who buy from us.' Foregoing creates every assurance that the exhibition is not only confirmed, but will enjoy support and assistance of the Argentine Government. Conditions in this country are tranquil, business as usual. Every confidence is manifested by the public in new Government, which has now been recognised by Supreme Court." (Signed) Gibson. Chairman, British Chamber of Commerce in Argentina. The London Office of the Exhibition has received a cable from Buenos Aires stating that the new Argentine Government have consented to issue an official decree giving protection to all patents, trademarks, etc., unregistered in the Argentine, for a period of six months and covering the duration of the Exhibition. As a token of goodwill towards the exhibition and a desire to further trade relations between the two countries, no finer gesture could be made by the new Argentine Government.

**A Tall Load for a "Manchester."**—Our illustration shows a Willys Manchester 30/35 cwt. lorry transporting steel pipes from Bilston to Halesowen, these loads forming part of a regular contract undertaken by Messrs. Bloomfield Motor Co., of Tipton. As can be seen, these pipes



A WILLYS "MANCHESTER" 30/35-CWT. LORRY WITH AN UNUSUAL LOAD.

are of exceptional size and in certain places arrangements had to be made for the overhead tram power lines to be lifted so that the lorry could pass underneath with its load. The popular "Manchester" is one of the models marketed by Willys Overland Crossley, Ltd., Heaton Chapel, Stockport.

**The National "Safety First" Association. Drivers' Freedom from Accidents Competition.**—By arrangement with the National Safety First Association, the Postmaster-General has agreed to allow the entry of the whole of the Post Office motor drivers throughout the country,

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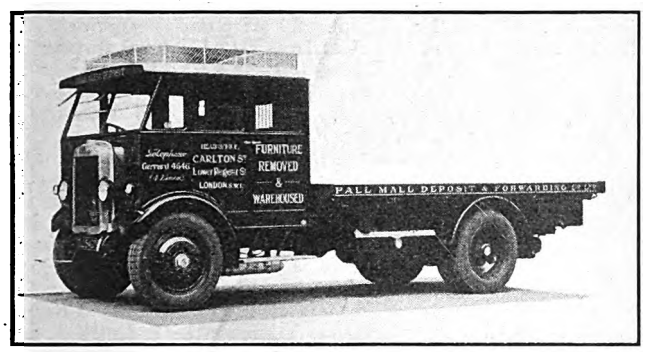
for the current year's competition of the Association. The Competition is open to all paid (or professional) drivers and between 30,000 and 40,000 are already enrolled for the current year. A driver who completes twelve months continuous driving without blameworthy accident receives a certificate; after five consecutive such years a silver medal; and after ten consecutive such years a gold medallion. No award can be made until a driver has been duly entered for the Competition by his employer, and employers should encourage their drivers to take part. A leaflet giving full particulars of the Competition will gladly be sent upon application to:—The General Secretary, The National Safety First Association, Inc., 119, Victoria Street, London, S.W.1.




A LEYLAND "BISON" IN THE SERVICE OF THE PALL MALL DEPOSIT AND FORWARDING CO., LTD.

**A Fine Outfit.**—We illustrate a Leyland "Bison" lorry, purchased this year by the Pall Mall Deposit and Forwarding Co., Limited, Carlton Street, Regent Street, London, S.W.1. The cab, which is somewhat unique, is divided into two compartments, the forward one being for the driver and his mate, the latter controlling the trailer brake, whilst the rear compartment has accommodation for four other men. This lorry is usually used with a large lift van on it and drawing a trailer carrying a second lift van, and the firm often find it necessary to send a gang of, say, six men with the vans in order to carry out removal work. The coach builders are Messrs. Wm. & Thos. Robson, 60, Farringdon Road, London, E.C.

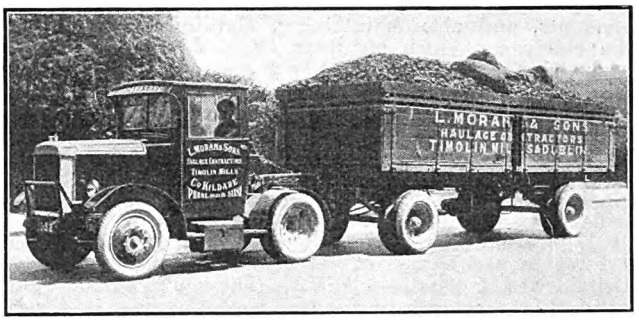
**A.E.C. "Mammoth" Lorry for well-known Transport Company.**—Our photograph shows a "Mammoth" A.E.C. lorry supplied by the Associated Equipment Company, Limited, Windmill Lane, Southall, Middlesex, to Curtiss & Sons, Ltd., the well-known removal contractors and shipping agents of London, Portsmouth, etc.

AN A.E.C. 110 H.P. 7-8 TON FLAT PLATFORM LORRY "MAMMOTH" MODEL FOR CURTISS & SONS, LTD.

**"Oiline" Lubricants.**—The Oiline Refining Co., Lubrication Specialists, South Road, Handsworth, Birmingham, have issued an interesting booklet containing full details of their lubricants. The "Oiline" Oil Chart of grades of oil recommended for various makes of commercial vehicles during both summer and winter is one of the features of this handy publication.

**The Motor & Cycle Trades Benevolent Fund.**—The Motor & Cycle Trades Benevolent Fund Stand at Olympia during the Motor Show is No. 204 in the National Hall, and a special campaign is being launched with the object of making a substantial increase in membership during the Show period. Fund Subscribers visiting the Show will receive a welcome reception at this Stand and if they have any trade friends who are not yet subscribers, they are asked to make an appointment with them at Stand No. 204 and take the opportunity presented of enrolling them in the Fund. The General Secretary of the Fund is Mr. A. H. Dawson and the offices are at 42, Bedford Row, London, W.C.1.

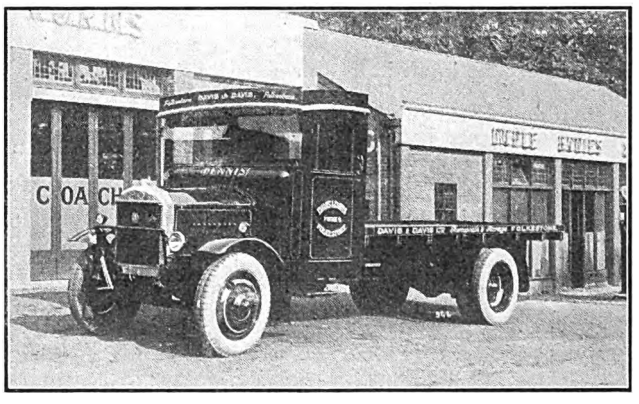
**Weight of Motor Vehicles.** — The Norfolk County Council has had under consideration the question of the increase in the weight of motor vehicles and loads on roads and decided to make representation to the Ministry of Transport with a view to the limitation of weights to be allowed on Class 1, Class 2 and Class 3 roads respectively.




A CHENARD-WALCKER TRACTOR AND TRAILER AT WORK IN THE IRISH FREE STATE.

**Chenard Walcker Tractors.**—Our illustration shows a 10-12 tons, 40 m.p.h. Chenard Walcker tractor with trailer in the service of L. Moran & Sons, Haulage Contractors, Trinolin Mills, Co. Kildare. Tractors and trailers of all types are supplied by Chenard-Walcker Tractors, Park Crescent, Clapham Park Road, London, S.W.4.

**A Duple Body on a Dennis Chassis.**—In the course of each year Duple Bodies & Motors, Limited, Motor Body-builders and Engineers, Edgware Road, The Hyde, Hendon, N.W.9, build quite a number of special Van and Lorry bodies and our illustration shows a special body built by the firm for Messrs. Dennis Bros., of Guildford, for their customer, Messrs. Davis & Davis, of Folkestone. The body is fitted with a totally enclosed driver's cab and all glazing is Lancegaye Safety Glass. The roof of the cab is boarded to enable goods to be carried on top if required. The platform is constructed with Chock Rails and is exceptionally strong. The vehicle is painted green with black wings and yellow lettering.




A DENNIS LORRY WITH A DUPLE BODY.

**Coal Required in Egypt.**—The Egyptian State Railways invite tenders, closing on December 16th, for the supply of 155,000 metric tons of colliery screened steam coal.

**The Institution of Welding Engineers.**—A meeting of members of the Institution of Welding Engineers will be held at The Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, on October 16th, at 7.45 p.m., when Mr. P. L. Roberts will read a Paper entitled "The Replacement of Castings by Weldings," illustrated by lantern slides. The offices of the Institution are at 30 Red Lion Square, London, W.C.1.

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**Sixth International Road Congress, Washington.**—Mr. E. S. Shrapnell-Smith, C.B.E., Past-President of the Commercial Motor Users' Association, was the delegate of the Association to the Sixth International Road Congress held at Washington from October 6th to 11th last, and presented a joint Paper on the subject of "Highway transport, correlation and co-ordination with other methods of transport; adaption to collective and individual requirements."

**London Cartage and Haulage Contractors' Provident Institution.**—The Annual Dinner of the London Cartage and Haulage Contractors' Provident Institution, in aid of the funds, will be held at the Connaught Rooms, Great Queen Street, W.C., on Tuesday, the 25th November next, when the President, Mr. P. R. Turner, M.Inst.T., will preside. The Institution is established for the purpose of aiding its aged and necessitous members and their dependents, and also maintaining, clothing and educating the children of such members or of deceased members, where circumstances warrant such assistance. The Dinner will be followed by a short Concert and then by a Dance, and we appeal to our readers to support the Fund by being present and by inducing as many of their friends (both ladies and gentlemen) as possible to be present. The price of the tickets is fifteen shillings each, not including wine, and Mr. R. P. Bailey, the Hon. Secretary, will be glad to forward tickets upon application to him at 17 Water Lane, Great Tower Street, London, E.C.3.

**First Annual Dinner of the Travel Association of Great Britain and Ireland.** — H.R.H. The Duke of York has graciously accepted the invitation of the Earl of Derby, K.G., the President of the Travel Association of Great Britain and Ireland, to be the principal guest of the Travel Association at its first Annual Dinner at Grosvenor House on Wednesday, November 12th. Among those invited to be present at the Dinner will be Members of the Government, the Dominion Prime Ministers and High Commissioners, Foreign Ambassadors, the Lord Mayors of London, Dublin, Belfast, and Cardiff, the Lord Provost of Edinburgh, and representatives of the Foreign, American and Empire Press in London. The second Annual Meeting of the Travel Association will be held at the Board of Trade, Whitehall, in the afternoon, on the same day. The offices of the Association are at Kinnaird House, 1 Pall Mall East, London, S.W.1.

## MERSEYSIDE.

**Cartowners' Grievance.**—Very frequently Liverpool cartage and haulage firms are seriously inconvenienced by the Mersey Docks and Harbour Board rule forbidding goods for the Irish boats being dumped on to the landing stage and the Board could do a great deal to help the position by making some arrangement for carts to be given a fairly quick clearance. The trouble really starts at the dock—before the steamer leaves for the landing stage. If all the cargo cannot be got aboard, carts and lorries have to travel with their goods to the Liverpool landing stage and catch the boat immediately prior to sailing. A queue is formed and each vehicle must take its turn. Detention is sometimes a serious matter for the contractor and makes all the difference between doing the job economically and at a loss. Delays of two or three hours are not infrequent. If a space could be set aside near the Belfast or Dublin boats where goods could be dumped and thus enable the carts and lorries to move off, traffic congestion on the landing stage would be less pronounced and a considerable benefit conferred on the long suffering carriers. The classes of traffic mainly concerned are green fruit and provisions, and these, of course, are perishable goods which cannot be held over for the next boats.

**Lower Horse Hire Charges.**—The charge for the hire of horses by the Liverpool Corporation Health Committee to other departments of the Corporation has been reduced. No information is available as to whether there has been any change in the hire rates from private horse owners.

**Guide to New Traffic Act.**—Members of the Liverpool Cart and Motor Owners' Association may shortly expect to receive from the secretary, Mr. Allen Walter, a summary of the main provisions of the Road Traffic Act. Drivers will also be supplied with this information, it being Mr. Walter's idea to send to each member sufficient copies for distribution amongst his drivers.

**Casual Labour in Cartage and Haulage Trades.**—The general comment of Liverpool cartage and haulage contractors who have studied the report of Mr. F. G. Hanham, of the Ministry of Labour, on casual labour in the transport industry is that it is a very competent survey of the Merseyside conditions. As this report is summarised in another column, there is no need to recapitulate any of Mr. Hanham's observations here, excepting to mention the serious handicap from which Liverpool vehicle owners suffer through not enjoying the benefits, as do their confreres in the remainder of South-west Lancashire, of the 48-hour accumulative working week.

## MANCHESTER.

**Transport Training.**—In connection with the Manchester High School of Commerce, a special course of lectures for the Institute of Transport Graduateship and Associate Membership Examinations has been arranged. For the Graduateship examination there is a two year course which includes a series of three lectures on "Elements of Traffic Working":—(1) Railway, Mr. G. Seddon, A.M.Inst.T.; (2) Road, Mr. H. Howard Robinson, A.M.Inst.T.; (3) Water, Mr. R. W. Bradley, A.M.Inst.T. Preparation for the Associate Membership Examination is a one year course embracing:—Modern Railway Operation, Mr. G. Seddon, A.M.Inst.T.; Economics of Road Transport, Mr. H. Howard Robinson, A.M.Inst.T.; Law Relating to Transport, Mr. J. W. Thomas, B.Sc., Ll.B., Barrister-at-Law; Economics of Railway Transport, Mr. D. Halliwell, M.B.E., M.Inst.T.; Port Administration and Economics of Transport by Water, Mr. R. W. Bradley, A.M.Inst.T.

**Team Labour Contracts.**—Here is a list of firms, etc., whose tenders for the supply of team labour, required by the Manchester Corporation Paving Committee during the six months ending 31st March, 1931, has been accepted:—G. Massey & Sons, W. Riley, J. Holt, J. Crossland, Junr., G. Welsby, Mrs. G. Lear, W. Leigh, J. H. Peck & Sons, Ltd., A. Mountfield, T. Lamb, W. Hayes, J. Bray, R. Melling, W. Tonge, P. Lawless, S. Thorpe, C. Cooper, D. Clays, G. H. Brocklehurst, T. Seward, C. Knill, J. and G. Evans, G. Farrell, P. Doherty, Barber Bros., J. A. France, J. W. Street, G. Wilson, South Manchester Coal Co., G. Barrow, W. and S. Royle, D. Middleton, J. Biesty, C. G. Stephens, J. A. Shafto, W. R. Lee, J. Wharton, J. Walmsley, H. M. Evers, Mrs. S. A. Green, J. Bacon, W. Lancashire, E. and R. Hughes, and A. R. Hughes—all of Manchester; and A. Peck, Northenden. Haulage.—T. Maiden, Manchester.

**Useful Concession.**—As a result of a communication from Messrs. Cheetham, Robinson and Co., Ltd., road transport contractors, Manchester, the Nantwich Council has decided that for the convenience of carriers loading cheese, the market be kept open until 6.30 p.m. whenever, in the discretion of the Market Inspector, he considers it necessary to do so in order to effect the removal of the cheese.

**The Reason Why.**—Motor users have been wondering why the amber light of the automatic signals at Stretford shows a little longer than the other coloured lights. This is because the distance between King Street and Edge Lane is longer than at most crossings.

**Wages Situation at Heywood.**—Heywood Corporation after deciding to post notices of an intended reduction of 2s. per week in the wages of transport workers employed by the Corporation, received from the secretary of the employers' association a letter stating that trouble had arisen in certain districts through various corporations and co-operative societies and a few private firms failing to put the reduction in force. Consequently the whole question had been referred to arbitration. The Corporation has, therefore, decided not to take any further action until the arbitrators award is known.

## HULL.

**The Humber Bridge.**—A Bill to authorise the construction of a bridge across the river Humber, a short distance above Hull, is to be promoted in the ensuing session of Parliament, and the ex-Lord Mayor has been so confident as to prophesy that within three years time the bridge will be in service. The Minister of Transport is apparently as enthusiastic over it as the members of the Hull Corporation and he declared that he was disappointed with the negative attitude of the East Riding County Council. Sir Douglas Fox and Partners, the eminent engineers who made the original report, have been appointed consulting engineers to the scheme. As the present writer foreshadowed, the engineer to the Humber Conservancy Board has reported strongly against the scheme, because of the possible interference with the upper reaches of the river, and that body, together with the Aire and Calder Navigation Company, the chief owners of the port of Goole, will put up a strong fight when the Bill comes before the Parliamentary Committees at Westminster. Half a century ago a committee of the House of Lords rejected a proposal to make a tunnel under the Humber and one wonders whether history will repeat itself.

**Hull Development Committee.**—This body has been functioning for more than a year and there is no doubt it has rendered good service in bringing the port prominently before business men at home and abroad.

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At the moment it is endeavouring to induce an aircraft manufacturing company, at present situated in the Midlands, to select Hull as the site for a new factory, and inducements are being held out to a large Trust to erect a copper refinery within its borders.

**Tramcars Not Yet Discarded.**—The sum of £10,000 is to be spent by the Hull Tramways Committee in making the necessary connections to enable tramcars to cross the new North Bridge. This is the principal bridge across the river Hull which bifurcates the city, and there are many people who think its erection should have been followed by the shutting down of the tramway service and the substitution of buses. As, however, the Committee recently spent a vast sum of money in relaying the whole of the tram tracks in East Hull it was felt it would be an unjustifiable waste to scrap them.

## NORTH-EAST COAST.

**"Safety First" in Newcastle.**—The recently appointed "Safety First" sub-committee of Newcastle Watch Committee has decided to immediately institute measures for public safety and the creation of increased traffic facilities; and is inviting the co-operation of the public in the matter of suggestions. Efforts will be made, by efficient notices, to preserve main routes for fast-moving traffic; and one-way streets, unilateral parking, and gyratory systems of diverting traffic are to be closely studied.

**My Lady's Choice.**—Mr. Albert A. Adams, who represents the motor body building industry in Newcastle Rotary Club, addressing his fellow members recently on "Road Carriages," said that the ladies were the principal ones to decide in the buying of a car, and they would have a vehicle that looked nice and was nice to sit in! Mr. Adams expressed the opinion that rail travelling would never be ousted by the motor coach. Railways might carry very few passengers in future on short journeys, but would always be preferred to the motor coach for long distances.

**Unilateral Systems.**—Newcastle is proposing to experimentally erect "Unilateral" traffic control signs on tramway standards in Grainger Street, Collingwood Street, and Pilgrim Street. Under this system, vehicles may stop only on one side of thoroughfares so marked; but the notices are put on each side for "Odd" or "Even" days, opposite sides of the street being thus used alternately to give equal treatment to tradespeople.

**Bus Ousts Train.**—Ten stations in the Alnwick-Coldstream section and four stations in the Hexham-Allendale section of the L.N.E.R. closed for passenger traffic on September 22nd, besides others in the York and Malton area. In each case adequate bus facilities have been provided; and the stations are being kept open for dealing with milk, parcels, and perishables, horses and cattle, and goods generally.

**Tyne Airport Project.**—Officials of the Air Ministry have reported on the White Mare Pool site, near Gateshead, as one of the most favourable on Tyneside as the airport for the area; while Sunderland is favoured as the military air station.

**Automatic Lights for L.N.E.R.**—The London & North Eastern Railway Co., having decided to adopt the new electric tri-coloured lights, is extending that system of signalling in the North-eastern area, in the interests of economy and efficiency alike.

## SOUTH WALES.

**Western Welsh Omnibus Company, Ltd.**—Good progress is being made by Messrs. Knot & Wells, Ltd., the contractors, and the Western Welsh Omnibus Co., Ltd., hope to be in their new garage (for 100 buses) at Ely, Cardiff, by the new year. The lower walls and the upper girders are up, and a good idea of the mammoth building is given of a structure that will include all modern equipments. The business of the Western Welsh has grown enormously, and the present year has been a record one in extended and new services, as well as the catering for private parties. This last department has shown such an improvement that a special fleet of 30-seaters has been kept going all the summer, week-end parties having been booked up months ahead. The new garage has been well earned by new business. In co-operation with Newport and Caerphilly, the Western Welsh Omnibus Co., Ltd. (in association with the G.W.R.) have taken over part of the services previously operated by the Cardiff Corporation. Extensive and important developments are being undertaken in the Bridgend area by the Western Welsh Omnibus Co., Ltd. Bridgend is the old capital of Glamorgan, and is a Western Welsh stronghold, being the centre of the Company's most prosperous services between Cardiff, Penarth, Porthcawl, and the mining towns of Maesteg, etc. The present bus station is compact and serviceable, but increasing business has brought about congestion, and a new bus station is to be erected. For this purpose, the market, a large area at the side of the present bus station, has been acquired, and the improvements will be made directly the local authorities can find a new and convenient site. This new bus station will not only improve the Company's running convenience, and offer an immensely improved accommodation for patrons, but will relieve the congestion of traffic in the narrow streets of the town by reason of the fact that one-way routes will be arranged, thus allowing quicker progress through and access to the centre. This development will coincide with that of the Bus, Train and Boat services on combined tickets at inclusive fares, and the advantage of association with the G.W.R. will become more effective and pronounced.

## NORTHERN IRELAND.

**Long Service.**—Mr. W. J. Bailie, traffic manager of the Great Northern Railway (Ireland), has resigned after 41 years in the service of the Company. He was made goods manager in 1924, and in 1926, when the posts of goods manager and superintendent-of-the-line were combined, he became traffic manager.

**Proposed Motor Legislative Committee.**—A meeting has been held in Belfast to establish a "Motor Legislative Committee" in Northern Ireland, representative of different organisations interested in motoring and the motor car trade. Assistance to the movement is being given by Mr. Victor Ferguson, chairman of the Ulster Division of the Motor Trade Association; Mr. H. Cecil Orr, area secretary of the Automobile Association; Mr. Charles Hurst, Mr. H. M. S. Catherwood, and Captain S. J. Hutchinson.

**Threat from Bus Passengers.**—Early last month steps were taken in the small town of Holywood, near Belfast, to form an Ulster Passengers' Combine, with the object of getting cheaper services. The idea was that members of the Combine should run their own bus or buses to and from Belfast at a reasonable fare, and take whatever profits were made. The organisers said it would not be necessary to apply to the Government for licences, as the Combine buses would be private vehicles, and not plying for hire. Before any Combine buses appeared on the road, however, the Ulster Ministry of Home Affairs warned local bus owners that the scheme could not be worked without a clear breach of the regulations made under Acts of Parliament, and if any bus owner should hire out a bus, and a breach of the regulations was committed with the vehicle, the licence of that vehicle would be at once revoked. The Combine scheme, the Ministry said, had been designed to destroy the system of control approved by Parliament. This warning had its effect, and no Combine buses have appeared up to the time of writing.

## IRISH FREE STATE.

**Bus Services in Limerick and Kerry.**—A new and improved bus service was begun in Limerick on September 15th, with an ample supply of new cars that are beautifully turned out, well lighted, neatly upholstered, and capable of seating 25 passengers. They are an addition to the fleet of the I.O.C. and are a decided acquisition to the Company catering for the requirements of the travelling public in the Limerick centre. Bus services in Kerry are also to be improved and extended, and the Tralee Chamber of Commerce has written to the I.O.C. on the subject, for further bus services are deemed to be desirable at Tralee in the public interests.

**Facilitating the Flow of Traffic in Dublin.**—A scheme for providing better facilities for the flow of motor vehicle and tramway traffic is now being undertaken in Dublin, where the work of removing the existing double sets of tramway lines from either side of O'Connell Bridge, connecting the most traffic congested streets in Dublin, and replacing them by single lines is now in progress. Undoubtedly, in due time, the altered track will afford great easement for traffic. The change is calculated to give a forty-foot roadway to all traffic passing from Westmoreland Street side over the bridge to O'Connell Street, Dublin's leading thoroughfare, while a fifty-foot roadway will be available for horse and motor traffic coming from the southern to the northern side of the bridge. All tramcars coming from the south side, when the scheme is completed, will be confined to a single line running over the bridge in the direction of O'Connell Street, and those going from the north side to the south will proceed by the single line laid at the eastern side of the bridge. As far as vehicular traffic is concerned this street improvement project must prove a boon to Dublin and its trade and commerce.

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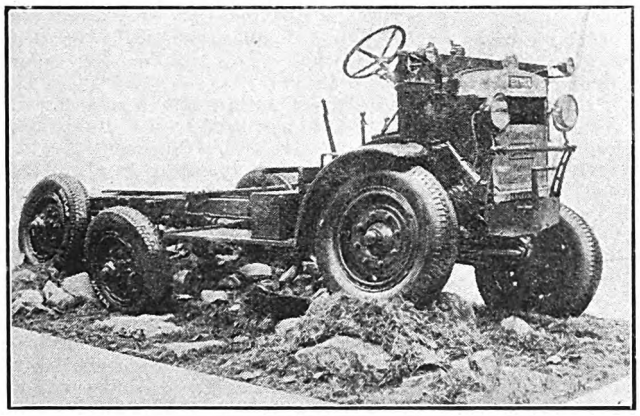
# Motor Notes.

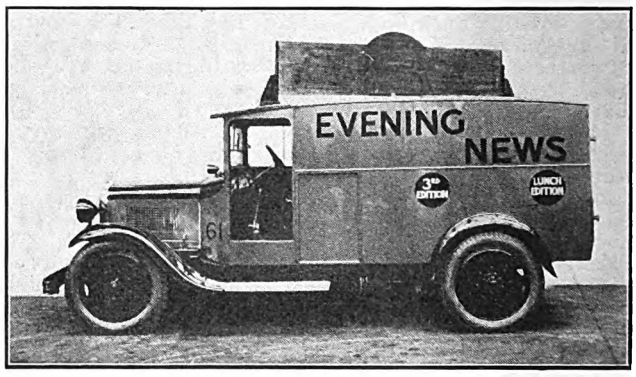
**Garner Military Six-wheeler.**—Garner Motors, Ltd., Tyseley, Birmingham, received recently a further repeat order from the British War Office for 21 Garner fully-articulated rigid six-wheelers. The chassis is of the forward drive type fitted with the Garner patented arrangement of engine accessibility whereby the wings swing forward, permitting instant and easy access to all working parts. The engine is of the four cylinder type with Ricardo head and dry sump lubrication. The front axle is centrally pivotted by a Garner patented system and a difference in front wheel level of 15½ inches is allowed. Both rear axles are overhead worm driven. Articulation is provided for in every respect. It is of interest to note that the well-known Model R.O. Garner Overtype 40/45 cwt. chassis is really the four-wheeled commercial edition of this successful six-wheeler.



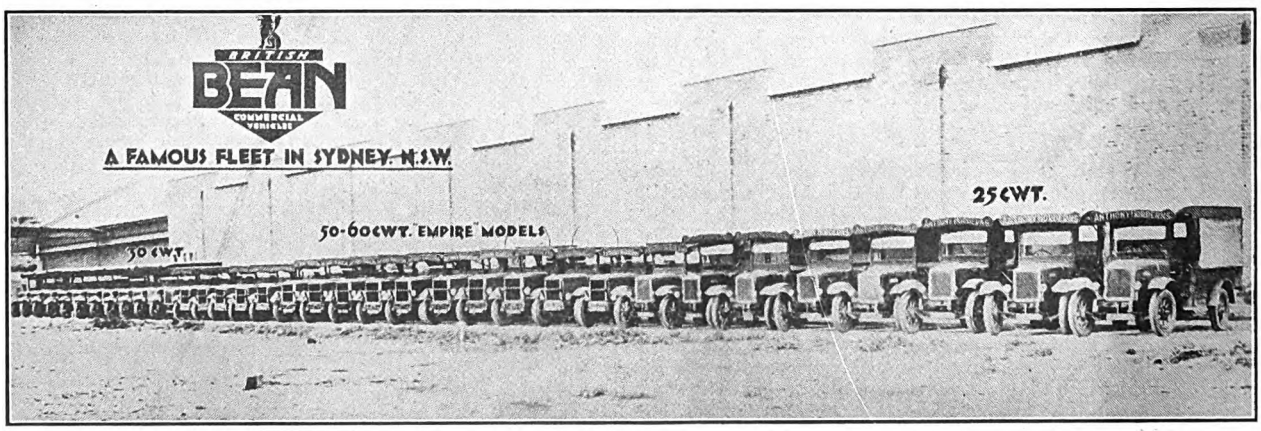
A GARNER MILITARY SIX-WHEELER.

**Motor Vehicles and our Export Trade.**—In view of the widespread desire that exists to increase our export business, the photograph which we reproduce, sent to us by Bean Cars, Ltd., Tipton, Staffs., will be of interest. It shows a fleet of "Bean" Commercial Vehicles operated by Anthony Horden, of Sydney, N.S.W. The Bean fleet totals 43 vehicles and includes 25, 30 and the larger 50/60 cwt. "Empire" models.

**Singer Industrial Motors.**—Since Singer & Co., Ltd., of Coventry, first entered the medium-weight commercial vehicle field with the exhibition of their two-tonner at Olympia last year, they have been experimenting in various developments of this model for work of a specialised nature. An example of these is a special fast-delivery newspaper van designed and built to the requirements of Associated Newspapers, Ltd., and now being delivered by the makers in quantities. Built on a special short wheelbase and with a rear axle ratio of 4.8 to 1, this model incorporates the power unit and four-speed gear box of the standard two ton chassis. With Marles steering gear and Dewandre servo operated brakes, perfect control is assured at speeds of well over a mile a minute. The body is specially constructed for newspaper distribution and to facilitate working at high pressure, no doors are fitted to the driver's cab. Double swing doors of full width allow easy access to the body of the van, the walls of which are lined with slats to protect the panels, while the special box lamp normally serving to illuminate the rear number can instantly be adapted for interior lighting. With a very complete specification, the van retails at £430. Upon request, the manufacturers will be pleased to give full specification of chassis and van body and to arrange demonstrations.




A "SINGER" FOR FAST NEWSPAPER DELIVERY.




A FLEET OF "BEAN" COMMERCIAL VEHICLES OPERATING IN SYDNEY, N.S.W.

**Willcox's Lubricants.**—W. H. Willcox & Co., Ltd., the well-known refiners of high-grade lubricants, 32-38, Southwark Street, London, S.E.1, have issued a new booklet dealing with the subject of lubrication. Included in this publication are tables giving details of Willcox's Lubricants to meet the lubrication requirements of most of the better known makes of cars, lorries, etc. The firm's aim and ambition is correct lubricants and correct lubrication.

**Commercial Ambroleum.**—Messrs. Sternol, Limited, well known as the manufacturers of Ambroleum, the gear lubricant, which attained such popularity in the early days of motor transport, have recently introduced Commercial Ambroleum, a new compound combining the excellent qualities of the old product with many new features, to ensure its suitability for motor gear boxes, rear axles and grease points. Commercial Ambroleum is not a grease. It is claimed that the gear wheels will not track through it, it

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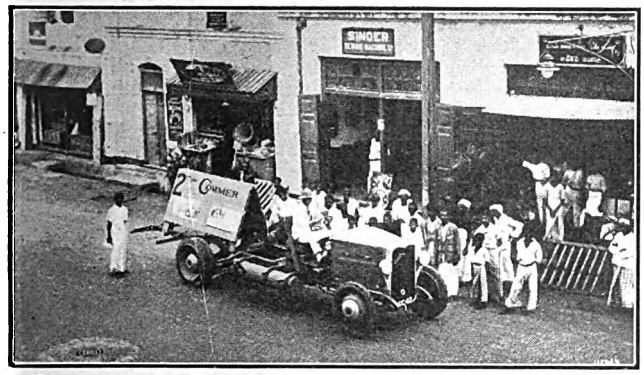
follows the teeth at all speeds and reaches all lubrication points. Particulars can be obtained from Messrs. Sternol, Limited, Royal London House, Finsbury Square, E.C.2.

**Triplex Safety Glass.**—The Report of the Directors of The Triplex Safety Glass Company, Ltd., 1, Albemarle Street, London, W.1., for the year ended 30th June, 1930, states that during the year the Company maintained its premier position in the Trade, and satisfactorily complied with the conditions relative to quality and delivery attaching to its contracts with the most important firms in the British motor industry.

**Automotive Products Company. Change of Address.**—We are informed that The Automotive Products Company has now removed to new premises at Brock House, Langham Street, London, W.1. Their new telephone number is Langham 1373 (3 lines).

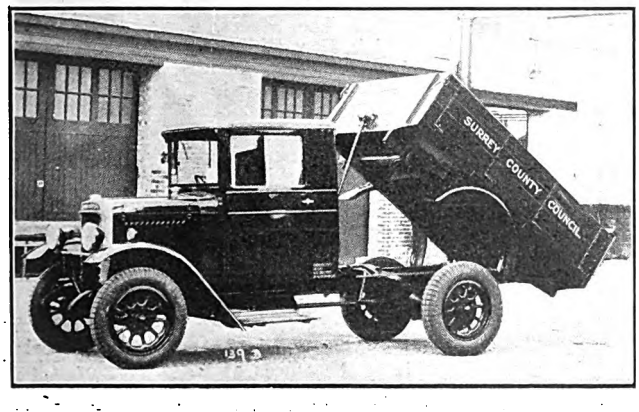
**The First "Commer Invader" Chassis to be Landed in Ceylon.**—Commer Cars, Ltd., Luton, have sent us an interesting photograph, which we reproduce, showing the




THE FIRST "COMMER INVADER" TO BE LANDED IN CEYLON.

first "Commer Invader" chassis to be landed in Ceylon. This was taken at Colombo, where the vehicle attracted much interest, and astonishment was displayed at its performance in top gear when throttled down to a mere three or four miles per hour without a suspicion of "snatch." In fact, the native driver was able to walk alongside while the chassis was in top gear. We understand that opinion in Ceylon is that this chassis is specially suited for Colonial conditions.

**Morris-Commercial End Tipping Truck for Surrey County Council.**—Stewart & Ardern, Ltd., sole London distributors of Morris cars, Morris House, The Vale, Acton, London, W.3, have sent us a photograph, which we reproduce, of a 30-cwt. Morris-Commercial End Tipping Truck, one of two vehicles supplied by them to the Surrey County Council.




ONE OF TWO MORRIS-COMMERCIAL 30 CWT. END TIPPING TRUCKS FOR THE SURREY COUNTY COUNCIL.

"Germ" Motoils.—Henry Wells Oil Co., Ltd., Manufacturers of Lubricating Oils, 736-739, Salisbury House, Finsbury Circus, London, E.C.2, have sent us a copy of the latest issue of their Germ Motoils Booklet which gives some brief particulars of the Wells-Southcombe patented process for increasing "oiliness." There is a complete list of recommendations showing the grades of Germ Motoils for use on all kinds of vehicles, and also retail prices. Copies of this booklet will be gladly sent by the firm to any of our readers who will apply to them.

**Fowler 5-6 ton Trailer on Pneumatic Tyres.**—John Fowler & Co. (Leeds), Ltd., Leeds, realise that there is a growing demand for light trailers for attachment to steam or motor lorries. The Fowler trailer, on pneumatic tyres, is a light but exceedingly strong vehicle capable of carrying 5 to 6 tons, and by the use of pneumatic tyres vibration is reduced to a minimum with consequent increase in the life of the trailer. The frame is of rolled steel sections strongly braced and gusseted with cross members extending the full width of the platform and therefore eliminating body distortion; forecarriage of robust design fitted with specially designed turntable to allow free and easy movement on uneven roads. The centre pin is fitted with a special spring which acts as a shock absorber; springs of adequate strength and flexibility, eliminating vibration at high speeds; disc wheels designed to take pneumatic tyres, easily detachable and carried on cast steel bosses with a combination of ball and roller bearings, which ensures the easiest possible running; brake gear with internal expanding shoes lined with Ferodo acting on steel drums, operated either from the trailing lorry or by hand lever on the trailer as required. Any type of body can be fitted to suit customers' requirements. The leading dimensions are:—Length of body, 13 ft.; width of body, 6 ft. 6 in.; loading height, 3 ft. 10 in.; length of dragbar (centres), 4 ft.; tyres (all wheels), 36 in. by 8 in.

**Thornycroft Vehicles for Canadian Removals.**—British motor vehicles are making good headway in Canada. Our illustration shows two roomy furniture vans on Thornycroft A2 long chassis, recently supplied by The General Trading Co., Ltd., of Vancouver, B.C., agents for John I. Thornycroft & Co., Limited, Thornycroft House, Smith Square, London, S.W.1, to the Crone Storage Co., Ltd.,

TWO THORNYCROFTS USED FOR REMOVAL WORK IN CANADA.

who operate a fleet of about 20 vehicles. These were the Crone Storage Co.'s first two Thornycrofts, which they have now had in constant use for over 18 months, and have expressed themselves as very highly satisfied with their general performance.

**Tangye Presses, Pumps, etc.**—Tangyes, Ltd., Cornwall Works, Birmingham, have recently issued a new catalogue dealing with their specially designed hydraulic presses, pumps, etc., as used for the Moulded Products Industry. The firm are in a position to offer the complete unit of Presses, Pump, Accumulator and Steam Boiler, of their own manufacture throughout. They are prepared to make the necessary layout drawings of the pressing unit to suit their customers' requirements. Staff is available for the immediate assistance of users when required in cases of repairs and for instructing the workmen in the proper upkeep of the unit, so that satisfactory service can be obtained from the installation.

**Timken Tapered Roller Bearings.**—Of considerable interest to all Garage Proprietors, Repairers, Large Fleet Owners, etc., will be the new Service Catalogue No. 292, issued by British Timken, Limited, Cheston Road, Aston, Birmingham. The catalogue shows position and number of Timken Bearings fitted to popular makes of British, American and Continental vehicles, and has been published in order to assist the immediate indentification of the particular replacement Timken Bearings required. Any of our readers can obtain a copy of this catalogue free upon application to the firm.

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# County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Blevins & Keen, Jane Pit-yard, Walker-on-Tyne, Northumberland, char-a-banc proprietors. £29/6/0. July 4th.
Jno. M. Riley, School House, Hanford, Staffs., haulage contractor. £63/19/10. July 2nd.
Wm. Royall, St. Marlo, St. George's Avenue, Wolstanton, Staffs., haulage contractor. £54/14/8. July 27th.
N. S. Rule, Boxford, Suffolk, haulage contractor. £25/18/4. June 4th.
A. E. Taylor & Co., Ltd., R/O, 16, Southwark Street, London, S.E., motor haulage contractors. £37/7/9. July 7th.
Fredk. Smith, 18, Ravenswood Road, Doncaster, haulage contractor. £66/7/5. July 8th.
G. Williams, 7, Pier Street, Hull, haulage contractor. £53/1/5. July 14th.
Sambrook Davies, 43, Wind Street, Neath, Glam., haulage contractor. £27/7/1. June 12th.
E. G. Baldwin, Nuntys Farm, Pattiswick, Essex, haulage contractor. £42/11/10. July 18th.
W. Fuller, Boreham, Nr. Chelmsford, Essex, motor haulage contractor. £82/10/3. June 26th.
Edmund Morville, 55, Windy Bank, Colne, Lancs., haulage contractor. £24/15/3. July 18th.
Geo. Wright, Nursery Lane, New Loughton, Nr. Preston, carrier. £34/6/3. July 17th.
Alice D. Carpenter, 40, Silver Street, Edmonton, London, N., char-a-banc proprietor. £29/7/6. June 27th.
R. Priest, 87, Bounds Green Road, London, N., motor contractor. £27/8/0. July 4th.
David Durbin, 9, Partridge Road, Llanhilleth, Mon., haulier. £29/5/5. July 15th.
S. G. & W. Densley, 50, Herbert Road, Oldfield Park, Bath, haulier. £36/11/8. July 18th.
Wm. Clayton, Lower Gornal, Dudley, Staffs., haulage contractor. £27/2/3. July 16th.
Chas. Hy. Newman, 26, Burntwood Road, Norton Canes, Staffs., haulage contractor. £29/14/0. July 14th.
J. M. Wilde, Rock Cottage, Meerbrook, Nr. Leek, Staffs., haulage contractor, £26/4/4. July 10th.
Wm. E. C. Clark, Corner Wharf, Malt Street, Old Kent Road, London, S.E., motor haulage contractor. £106/3/5. June 30th.
B. Wilkins & Co., 18, Cole Street, Southwark, London, S.E., carmen and contractors. £70/11/10. July 16th.
Wm. Goodair, Park Lane, Wakefield, Yorks., general carrier. £106/17/11. July 15th.
Edwd. Hooten, 88, Bayswater Row, Roundhay Road, Leeds, carrier. £41/5/4. July 9th.
A. T. Hack, Cranbourn Tower, Fernbank Road, Winkfield Row, Windsor, Berks., haulage contractor. £24/19/1. July 10th.
Chas. Payne, Rickmansworth Road, Amersham, Bucks., furniture remover. £21/19/4. July 8th.
G. Parsons, 5, Salterns Cotts., Monkleigh, Devon, haulier. £23/6/2. July 23rd.
J. C. Jupe, Milford-on-Sea, Hants., haulage contractor. £106/18/10. July 24th.
Frank Moore, 10, Dover Street, Nelson, Lancs., char-a-banc proprietor. £36/13/11. July 23rd.
A. G. Moxon, 26, Stanley Park, Liverpool, haulage contractor. £76/7/6. July 22nd.
W. Robinson, 1, Mary Terrace, Westerhope, Northumberland, carrier. £39/12/7. July 26th.
A. & J. R. Davison, Water Street, Brighouse, Yorks., haulage contractors. £30/18/0. July 16th.
Allen Hills, 19, Albert Terrace Road, Sheffield, carter. £75/18/9. July 3rd.
T. M. Overend, Seaton, Nr. Hull, Yorks., haulage contractor. £95/0/7. July 16th.
Peter Sison, 31, Hodgson Street, Hull, Yorks., carting agent. £65/9/10. July 22nd.

# The Gazette.

## Dissolutions of Partnership.

William Lewis and Fred Mitchell, trading as Lewis & Mitchell, haulage contractors, Sunderland Street, Rosegrove, Burnley. 20th June, 1930. All debts by Fred Mitchell.

Frederick Charlton and Thomas Johnson, trading as Derwent Haulage Contractors, haulage contractors, Burnopfield, Durham. 12th August, 1930. All debts by Frederick Charlton.

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

Joseph James Mealing, "Valios," Park Lane, Newmarket, Cambridgeshire, haulage contractor, etc. Receiving order and order of adjudication, August, 20th. Public examination, October 1st, at Cambridge.

Edmund Morville, 55, Windy Bank, Colne, Lancs, haulage contractor, etc. Receiving order and order of adjudication, August 22nd. Public examination, September 16th, at Burnley.

Walter Harley Jones, School House, Homer, Much Wenlock, Salop, haulage contractor. Receiving order and order of adjudication, August 23rd.

Walter Harley Jones, School House, Homer, Much Wenlock, Salopshire, haulage contractor. Public examination, October 29th, at Shrewsbury.

Frederick Sydney Pedley, 4, Wharncliffe Grove, Frizinghall, Bradford, motor salesman. Lately trading as T. C. Pedley & Son, automobile engineer and haulage contractor, Otley Road Garage, Baildon, Yorks. Public examination, October 14th, at Bradford.

George Worth, 200, George Street, Shaw, Lancs., carrier, etc. Receiving order and order of adjudication, September 10th.

Edith Eleanor Gertrude Ford and Sydney Herbert Ford, trading as Ford & Company, Rode House, Rode Heath, Cheshire, haulage contractors, etc. Receiving order, September 20th, and order of adjudication, September 23rd. Public examination, November 18th, at Macclesfield.

Bertie Freeman Leggett, The Street, Woolpit, Suffolk, haulage contractor. Receiving order and order of adjudication, September 22nd.

## Notices of Intended Dividend.

Harry Weeks, 27, Jordan Street, Buckfastleigh Devonshire, haulage contractor, etc. No. 1 of 1930. Claims to Alfred N. F. Goodman, 11, St. Aubyn Street, Devonport, Official Receiver.

Bertram James Guest, trading as Evesham Vale Transport, Coopers Lane and Avon Street, Evesham, Worcs., road transport contractor. No. 9 of 1926. Claims to Clement Hoult, 191, Corporation Street, Birmingham, Official Receiver.

Henry Thistleton, 138, Lee Street, Kingston-upon-Hull, lately Camerton, Burstwick, East Riding, Yorks., haulage contractor. No. 72 of 1929. Claims, October 11th, to Joseph Edward Danthorpe Stickney, 37, Scale Lane, Hull, Official Receiver.

William Henry Rees, trading as W. H. Rees & Son, Blenheim House, Picton Road, Neyland, Pembrokeshire, haulage contractor. No. 7 of 1927. Claims to Herbert Watkins Thomas, 4, Queen Street, Carmarthen.

## Notices of Dividend.

Ernest Bennett, St. Mary's Lane, Ambleside, Westmoreland, haulage contractor. No. 7 of 1929. First and final of 2¾d. in the £. Payable at the offices of R. O. Naylor, Lloyds Bank Chambers, Kendal.

David Fulford, 100, Brackley Street, Farnworth, Lancs., haulage contractor. No. 10 of 1930. First and final of 11¾d. in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

William Reid, Lion Yard, Matilda Street, Caledonian Road, London, N.1., cartage contractor. No. 1,198 of 1927. First and final of 3d. in the £. Payable 15, Eastcheap, London, E.C.3.

Reginald Ernest Tucker, 11, Craithie Road, Doncaster, Yorks., lately 40, Princes Street, Doncaster, Yorks., haulage contractor. No. 132 of 1929. First and final of 7¾d. in the £. Payable at the Official Receiver's Offices, 14, Figtree Lane, Sheffield.

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# New Companies.

**Bridgend Saloon Services, Ltd.** (250,554).—Private company. Registered September 4th. Capital £1,600 in £1 shares. Objects: To acquire the business of public motor services heretofore carried on by Mrs. G. Edwards at The Garage, Cowbridge Road, Bridgend, and to carry on the business of proprietors and users of motor omnibuses, chars-a-banc, etc. The directors are: W. C. Millard (managing director), Mrs. G. Edwards, H. Harris (all permanent, subject to each holding 516 shares). Secretary: W. C. Millard.

**Goodfellow Services (1930), Ltd.** (250,597).—Private company. Registered September 6th. Capital £5,000 in £1 shares. Objects: To carry on the business of motor car, omnibus, char-a-banc and van proprietors and general carriers, etc. The permanent directors are: T. Maiden (Chairman), W. Morton.

**G. & H. Aviations, Ltd.** (250,614).—Private company. Registered September 8th. Capital £100 in £1 shares. Objects: To establish, maintain and work lines of aerial conveyances, etc. The first directors are not named.

**Ringwood Queen Coaches, Ltd.** (250,654).—Private company. Registered September 10th. Capital £1,000 in £1 shares. Objects: To acquire the business of motor coach proprietors carried on by E. W. Vincent and H. Alner at Rockford and Ringwood, Hants., as Alner and Vincent. The first directors ( to number not less than 2 nor more than 8) are: H. Alner (permanent), E. W. Vincent.

**Motor Coach Stations, Ltd.** (250,759).—Private company. Registered September 15th. Capital £25,000 in £1 shares. Objects: To carry on stations and booking offices for motor coaches, omnibuses and other vehicles, etc. Patrick and John Hearn shall, so long as they or their nominees hold 4,000 ordinary shares between them, be life directors, with £700 each per annum as remuneration, which shall, so long as that is payable, be deemed merged in the £700 specified in an agreement to appoint them as managing directors. Registered office: 17, Euston Road, N.W.1.

**Brant Aircraft, Limited.** (250,881).—Private company. Registered September 22nd. Capital £1,000 in £1 shares. Objects: To acquire the business of aircraft designers and constructors now carried on by A. A. Sidney, F. W. J. Grant and L. E. Baynes, and to carry on the business of aviators, carriers and transporters of passengers and cargo by flying machines, aeroplanes, airships, balloons, etc. The directors are: A. A. Sidney (chairman), F. W. J. Grant, L. E. Baynes. Secretary: F. W. J. Grant. Registered office: Waddon Aircraft Factory, Stafford Road, Wallington, Surrey.

**The Charrington Steamship Company, Ltd.**—Registered as a private company on September 22nd, with a nominal capital of £100 in 1/- shares. The objects are: To carry on the business of shipowners, barge owners, lightermen and carriers of passengers and goods, etc. The directors are: J. Charrington, F. Locket, S. N. Horne, J. Charrington, Jnr., R. B. Dowding, J. R. Kelly, T. B. Gow. The registered office is at 16, Mark Lane, E.C. The file number is 250,884.

**Charrington Depots, Ltd.**—Registered as a private company on September 22nd, with a nominal capital of £100 in 1/- shares. The objects are: To carry on the business of coal, coke, firewood, fuel and oil merchants, colliery proprietors, colliery mineral agents, coal and coke importers and exporters, shippers and factors, shipowners and lightermen, carriers, hauliers and cartage contractors, etc. The directors are: J. Charrington, F. Locket, S. N. Horne, J. Charrington, Jnr., R. B. Dowding, J. R. Kelly, T. B. Gow, H. M. Lambert. The registered office is at 16, Mark Lane, E.C.3. The file number is 250,883.

**Portuguese Travel Bureau, Ltd.** (250,979).—Private company. Registered September 26th. Capital £100 in £1 shares. Objects: To carry on the business of tourist and passenger agents and contractors, etc. M. Dias is the first permanent director. Secretary: T. E. Langton. Registered office: 17, Quadrant Arcade, Regent Street, W.1.

**Double-Six Transport, Ltd.** (250,966).—Private company. Registered September 26th. Capital £4,000 in £1 shares. Objects: To acquire the business of a transport contractor and carrier carried on by Dorothy Hurt at Countesthorpe, Leics., as the Double-Six Transport Co. The first directors (to number not less than 2 nor more than 5) are: E. F. Hurt (governing director and chairman), Dorothy Hurt, R. A. Knight (all permanent).

**Ralph H. Baker & Co., Ltd.** (251,023).—Private company. Registered September 29th. Capital £1,000 in £1 shares. Objects: To carry on the business of shipping, forwarding, passenger, travel and tourist agents, merchants, cartage agents, haulage contractors, etc. The directors are: W. Bryde (permanent governing director), Mrs. Florence E. Bryde, L. A. Webber. Registered office: Colonial House, 20, Water Street, Liverpool.

**Transport Service, Ltd.** (251,086).—Private company. Registered October 1st. Capital £800 in £1 shares (300 8 per cent. cumulative preference and 500 ordinary). Objects:—To carry on the business of carriers of passengers, animals and goods by road, sea or air, proprietors of motor cabs, omnibuses, cars, carriages, ships, launches, boats, aeroplanes, airships, etc. The first directors are to be appointed by the subscribers. Secretary: S. B. Hutchinson.

**Bexley Heath Transport Co., Ltd.** (251,058).—Private company. Registered October 1st. Capital £2,000 in £1 shares. Objects: To carry on the business of motor coach proprietors and haulage contractors, etc. The directors are: N. Margo, Mrs. R. Margo. Secretary: K. M. Ball. Registered office: 8, Cheapside, E.C.2.

**Premier Line, Ltd.**—Registered as a private company on October 1st with a nominal capital of £60,000 in £1 shares. The objects are: To adopt an agreement with the Premier Omnibus Company, Ltd.; to develop and turn to account the business of motor coach proprietors mentioned therein, and to carry on the business of coach and motor omnibus proprietors, proprietors of chars-a-banc and vehicles for public or private hire, and carriers of passengers and goods in London and the neighbourhood and elsewhere. The first directors (to number not less than 3 nor more than 6) are: Capt. P. Musker (chairman), Capt. Sir Christopher B. W. Magnay, Bt., Sir George H. U. Lacon, Bt., W. Allen, A. J. Schiffer, F. C. Schiffer (all permanent). The registered office is at 2, Leysfield Road, Shepherd's Bush, W.12. The file number is 251,078.

## Mortgages and Charges.

**Woodpulp Transport Company, Ltd.**—Particulars filed of £10,000 guaranteed short term notes and a premium of 13 per cent., 20 per cent. or 27 per cent. according to the date of repayment, authorised June 26th, 1930, charged on the company's undertaking and property, present and future, the whole amount being now issued.

**Thomas Armstrong, Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated August 20th, 1930, to secure all moneys due or to become due from the company to Martins Bank, Ltd.

**F. Ward (Thornton), Ltd.**—Debenture dated August 29th, 1930, to secure £150, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. F. Ward, Market Street, Thornton, Bradford.

**Rutherford & Company (Tees Side), Ltd.**—Mortgage on freehold lands and buildings, etc., thereon in Stockton-on-Tees, and debenture, charged on the company's undertaking and property, present and future, including uncalled capital, both dated September 1st, 1930, to secure all moneys due or to become due from the company to Martins Bank, Ltd.

**Capon & Sons, Ltd.**—Mortgage dated September 2nd, 1930, to secure £5,000 and further advances of £2,500 and any other money which may be or become due to the mortgagees on any account whatsoever charged on 26/40, Vale Royal, York Road, Islington. Holders: Sydenham & District Permanent Building Society.

**Arts and General Carriers (1919), Ltd.**—Land Registration Charge on 24, 26, 28, West Row, Kensington, and land and buildings on North Side of South Row, dated September 11th, 1930, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £3,800.

**Orange Transport Service, Ltd.**—Debenture dated September 15th, 1930, to secure £85, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: I. K. G. Parker, 2, Raglan Place, Kentish Town, N.W.

**Halsnead Sand, Gravel and Haulage Company, Ltd.**—Debenture dated September 16th, 1930, to secure advances not exceeding £400, charged on the company's undertaking and property, present and future. Holders: Steeves Agnew and Co., Ltd., 5, Tithebarn Street, Liverpool. Also debenture of same date to secure £300, charged on the company's undertaking and property, present and future (subject to a prior debenture of even date securing advances not exceeding £400). Holders: H.L. Owen, 8, Torrington Road, Aigburgh, Liverpool.



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## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Thomas Maguire, Ltd.**—Satisfaction to the extent of £5,907 8s. 2d. on September 1st, 1930, of mortgage debentures, authorised May 27th, 1915, and registered June 17th, 1915, securing £6,000.

**Capon & Sons, Ltd.**—Satisfaction to the extent of £3,600 on September 2nd, 1930, of mortgage dated December 5th, 1929, and registered December 6th, 1929.

**Black and White Motorways, Ltd.**—Satisfaction to the extent of £3,205 on September 15th, 1930, of memorandum of deposit dated April 30th, 1930, and registered May 15th, 1930.

## News from all Parts.

**The Transoceanic Forwarding Co., Ltd.**—We have watched with a good deal of interest the development of the Transoceanic Forwarding Co., Ltd., and congratulate the directors upon having found it necessary to move to larger premises at Lincoln House, 60, Greek Street, Soho Square, London, W.1. This is only a move to the next building to the one which the company has occupied for the past eleven years, but with the greatly increased accommodation they are now in a position to offer their clients better service and they have also been able to open a special department for the sale of passenger tickets, insurance of baggage, etc. Ample accommodation is now available for any of their foreign clients who wish to transact their own business at their London office. A special room has been reserved for their use, where they can carry out transactions in the same privacy that they would enjoy in their own premises. The company have their own offices at Southampton, Liverpool, Glasgow, Harwich, Paris, Brussels, Antwerp, Berlin, Vienna and Persia.

**Canal Bridges that will be affected by Development Scheme.**—Bridges which for over a century have been picturesque landmarks on the Grand Union Canal between London and Birmingham will have to be reconstructed as the outcome of the £881,000 development scheme which the Company hopes shortly to undertake. The general policy is to increase the capacity of the whole canal, so that the passage of bigger craft may be possible. Its realisation will depend, in a large measure, on the reconstruction of the bridges, as undertaken by the local authorities from time to time. In any new works of a permanent nature, allowance will be made for a waterway to allow the passage of barges of 14 ft. 6 in. beam; but it is estimated that craft of 12 ft. 6 in. beam would serve meanwhile to navigate the River Thames and take in cargo from ship or dock, thus saving the cost of the transhipment from barge to narrow boats which is at present necessary. The Company anticipates that craft will run in pairs as at present, namely, motor-propelled barge and towed barge of the following dimensions:—72 ft. long by 12 ft. 6 in. beam, which, when drawing 4 ft. of water will, it is estimated, carry 117 tons the pair, and when drawing 4 ft. 6 in. of water, 137 tons the pair.

**R.A.C. and the Roads.**—During the past few months the Royal Automobile Club has installed twenty-five roadside telephone boxes of a new type in various parts of the country. These boxes have been built to a special design by Sir Edward Lutyens, R.A., and are intended for use principally in districts where they would be more in harmony with their surroundings than the "sentry box" type of telephone hut commonly employed by the R.A.C. The new box has a square front with split door, the top half opening in the centre in two leaves to enable members to use the telephone, etc., at night time when the R.A.C. Guide usually in attendance is off duty. The sides and back of the box are shaped in a broken curve, and the whole of the exterior of the box is panelled. The top is surmounted by a brass finial representing the Club's initials beneath a crown. The boxes are painted in two shades of blue, and have a most pleasing appearance. The value of roadside boxes, containing a telephone, fire extinguisher and first aid outfit, is unquestionably very great indeed, and the R.A.C. has now installed approximately 430.

**London Chamber of Commerce. Commercial Education Department.**—The Commercial Education Committee of the London Chamber of Commerce, of which The Rt. Hon. Lord St. John of Bletso is Chairman, have issued their fortieth Annual Report, which defines the aims and objects of the Commercial Education Movement of the Chamber, and shows the continued steady progress of this important work since its commencement in 1890. The value of the Certificates and Diplomas granted by the Chamber is well recognised by employers, and the efforts of the Chamber to increase the efficiency of entrants to commercial and industrial firms have met with a great measure of success. The expenses incurred in carrying on this work are met partly by fees from examinees and by the sales of publications, and partly by the financial support of Members of the Chamber and others interested in the progress of British Commerce, and it is hoped that practical support to the scheme by contributions towards the estimated cost of the present year's programme will be forthcoming. The address of the Chamber is 1, 2 and 3, Oxford Court, and 97, Cannon Street, London E.C.4.

**National Certificates in Mechanical Engineering Endorsed in respect of Automobile Engineering Subjects.**—The Institution of Automobile Engineers, Watergate House, Adelphi, London, W.C.2, states that an arrangement has existed for the past six years whereby, when a candidate for a Higher National Certificate in Mechanical Engineering at the termination of an Advanced Course includes a specialised automobile engineering subject in his final examination, the signature of the President of the Institution of Automobile Engineers can be added to any Certificate which may be awarded. The arrangement has now been extended to Ordinary Certificates awarded at the termination of Senior Part-Time Courses. It has also been arranged to consider applications for approval of Supplementary Senior Part-Time Courses with a view to the endorsement of automobile engineering subjects on Ordinary Certificates previously awarded at the termination of Courses of a more general type. Such applications should be addressed in the first instance to the Board of Education, and requests for the addition of the signature of the President of the Institution of Automobile Engineers to Ordinary Certificates awarded or endorsed under these conditions should be made to the Institution of Mechanical Engineers at the time when the results of final examinations are submitted on Forms 279T.


## NOTICES

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## Our Information Bureau.

**FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.**

**Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.**

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**Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.**

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**OCTOBER, 1930.**

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The
# World's Carriers
AND
## Carrying Trades' Review
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# Road Transport in the United States.

OUR recent visit to the United States to attend the Sixth International Road Congress was far too short to make a detail survey of road transport conditions in that country, so that, in dealing with the subject, it must be understood that our statements are of a general character compiled from observations during a 3,000 mile tour through the States of Virginia, North Carolina, South Carolina, Georgia and Florida and by observation in the cities of New York, Detroit and Washington, amplified by information gathered from sundry recognised authorities on the subject. Road transport in the States above mentioned has not yet developed to such an extent as in the States more densely populated and where manufacturing industries are centred. The road transport problem in the United States and its development are on much the same lines as in this country, though, in the United States the regulations regarding use and construction are much less restrictive than our own. Though undoubtedly road competition with the railways is serious, it is not nearly so serious as is the case in this country for the reason that there are still vast areas of land in the United States still entirely undeveloped either for agricultural or industrial purposes and the opening up of these areas by road construction and road transport is compensating largely for the traffic lost to the railways in and around the highly developed industrial centres. The rectangular layout of the principal cities and the generous width of the streets makes traffic control easier than it is with us and almost universally the automatic control system has been adopted and it works very satisfactorily. The United States road user appears to be very considerate in his use of the road so long as he is satisfied that by observing the usual courtesies of the road he is adding to his own comfort as well as to that of others. The speed of street traffic is considerably in excess of ours and more liberal use is made of the brake than in this country. It is certainly recognised that the speedier the traffic the less street congestion there is. In the open country high speed is the general rule and although there are maximum speed limits they are no better observed than in this country and, indeed, there is less necessity because of the infrequency of road crossings. The American system of speed regulation is more practical than our own and, in theory at least, a high uniform speed tends to render the road safer, for the reason that there is less overtaking. For instance, the average motorist in England appears to consider it a point of honour that he should on all occasions be able to overtake and pass a motor coach or any other heavy vehicle and his persistent complaints in this respect are largely responsible for the ridiculous speed limits for other than private cars. The present day motor coach is without a doubt the fastest and safest vehicle on the road, with of course the exception of specially built fast cars. Also heavy goods carrying vehicles are capable of very high speeds with safety equal to that of any other vehicle. Obviously then it is better for these vehicles to maintain their high speeds, under favourable conditions, and by so doing the necessity for frequent passing is avoided. On narrow roads this advantage is important as, not only can a single line of traffic, going in one direction, be maintained over long distances, but also the danger incidental to two vehicles travelling abreast meeting other vehicles coming in the opposite direction is also avoided. Speed limits in the United States vary in various States but generally they are as follows:—20 miles per hour upon urban streets, 25 miles per hour upon suburban streets and upon any other street or highway 40 miles per hour. The laws of many States prescribe for the three types of thoroughfares indicated, a graduated schedule of speed limits based on the kind of tyre equipment and on the gross weight of the vehicle, but it is found that such elaborate and detailed schedules are very difficult to enforce. There are weight restrictions in the United States but neither are these very rigidly enforced; though on the whole the gross weights do not appear to be so heavy as ours, that is judging from such traffic as we saw in New York and other large cities. In the States through which we passed the heavier traffic consisted of agricultural produce such

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as apples, citrus fruits, tobacco, cotton and, in some districts, timber. We were told that the main check on the abuse of the road by too heavy axle weights was that afforded by the community as a whole. If for instance a lumber man is damaging the road by unnecessarily heavy axle weights, he becomes unpopular with his neighbours and it is more to his advantage to come into line with their requirements than to defy them. In a sparsely populated district this is readily understandable. The majority of the vehicles we saw were not of greater than 3-tons capacity and were built for considerable speed. We saw a limited number of 4-ton vehicles hauling trailers, which were usually loaded with cotton. Long distance motor coaching is increasing rapidly in popularity in the United States, increasing in fact proportionately as the mileage of good roads is increased. It is important to remember that fifteen years ago there were practically no roads worthy of the name in the United States and, in some of the States, so recently as ten years ago there were no good roads. Motor coach speeds average about 45 miles per hour. Motor coaching is popular in the United States for the same reasons that it is here namely, either for sight-seeing or for cheap transport, since it is much cheaper than by rail. It is likely to develop more than in this country as there are fewer legal restrictions and the railways appear to be developing it on much broader lines than is the case in this country. Concerning road development in the United States; there are many things which we can learn from the American engineers whilst there is also so much that they can learn from us. Such roads as we passed over struck us as being both too weak and too narrow to meet the requirements of traffic development, in fact in many instances they are already finding it necessary to widen and strengthen them to meet growing traffic needs. Also in most instances the road bridges are not sufficiently strong and will have to be replaced by heavier structures in the near future. Except in the vicinity of large towns the volume of traffic on country roads does not equal the volume on ours in spite of the fact that the proportion of vehicles per head of population is 1 to 4. The motor vehicle has brought residents in rural areas into touch with the cities, whereas, previous to the advent of the motor, they were almost entirely cut off from their fellows and indeed a journey to town was even more of an adventure than it was with us 50 years ago. When considering transport conditions in the United States, the vast area of the country must be taken into consideration. Notwithstanding its population of somewhere about 120,000,000, the real business of scientific development is only in its infancy. The vast natural wealth of the country undoubtedly handicaps its development in that the standard of living has risen so high that intense cultivation is too expensive, consequently there has been an exodus of rural population to the large industrial centres, with the result that manufacturing industries are now over producing for the needs of the home market and this, together with world trade depression, is responsible for an unemployment problem in the United States, greater than our own and for which the United States were entirely unprepared.

# Comment on Current Topics.

## Road Traffic Regulations.

The time is drawing near when part of the Road Traffic Act will come into operation and the Minister of Transport and his officials are busily engaged day by day in preparing the Regulations which he is empowered to issue and which, when promulgated, will have the force of law. Just as we go to press we have learned, in an interview with Mr. Morrison, the latest decisions regarding the Act and these are published on page 80 in this issue. Meetings at the Ministry are taking place constantly between officials and representatives of motoring and transport organisations and the proposed regulations are being discussed, clause by clause, and altered or amended on the advice of those best qualified to give expert help. Many statements have been made in the daily press purporting to disclose these regulations, only to be contradicted the following day and it is well to take no notice of such unauthorised pronouncements and await the official statements. We have received the first of these, that dealing with third party insurance, a difficult and thorny question and one which will need careful handling and watching, if it is not to obtain a stranglehold on road transport. The draft regulations, a copy of which we have received, are voluminous and can be obtained by any public or representative body on application to the Roads Department of the Ministry of Transport. We publish in this issue the announcement made by the Minister in which he states that he has published notice of his intention to make regulations under Part II of the Act. It is not only necessary for every motor vehicle user to see that his vehicles are insured, a suggestion which should be unnecessary, but that they are fully covered against third party risks as set forth in the regulations.

## Co-Ordination of London Passenger Transport.

A full measure of praise should be given to Mr. Herbert Morrison, the Minister of Transport, for his statesmanlike handling of the great road problems, which are filling so large a place in the public eye at present. The Road Traffic Act, although off the stocks is not yet afloat and is still demanding a large share of his time and thought. At the same time the problem of London passenger transport is engaging his attention and the Government is committed to a Bill to consolidate and co-ordinate all London transport passenger undertakings. It is not to be wondered at that Mr. Morrison has found it necessary to modify his views on the subject of the controlling authority of such a body and he has boldly stated his altered views. In a speech delivered at a dinner of the London Underground and Omnibus Joint Committee of the Railway Clerks Association, held recently, he said he had frankly broken away, as he believed the Labour Party would have to do in nearly all big trading undertakings, from the old conception of direct State or Municipal management on departmental lines. In other words the proposed public transport body would be controlled by a business board of management, free from political interference in matters of every day management. Another point stressed in his speech was that the new undertaking would have to pay its way. If these two provisos are strictly adhered to, then the Minister's expressed hope, that he would have the goodwill, both of the general public and also of the public and private undertakings engaged in providing passenger services in Greater London, is likely to be attained.

## Railways Road Services.

An announcement made by the Great Western Railway Company foreshadows an important development in the road services of which it has been the pioneer among the railways. It is intended to spend immediately just on £90,000 on 152 new motor vehicles and tractors to be employed on freight services. These will help,

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amongst other things, in the expansion of the Company's collection and delivery services, the replacement of horses by motors; opening up of new country lorry services; cartage facilities for traffics now consigned at station to station rates; rail and road contracts specially between London and South Wales; the development of the container traffic in which tractors will be employed. Co-ordinated road and rail transport has greatly increased in spite of trade depression. The other great railways also have placed large orders for motor vehicles and are steadily extending their services. This means that while the railway policy has been to enter into arrangements with the big passenger organisations, they are adopting a different plan as regards goods transport and are competing for traffic on the roads with all classes of road transport contractors. This is shown by the rapid increase in the use of containers enabling then to carry merchandise from door to door without handling en route, and their recent advertisements in which they are catering for removal contracts, taking all risks.

### The Heavy Oil Engine.

For some years past British Motor Manufacturers have been experimenting with a new type of engine using heavy oil as fuel, and motor lorries have been successfully made and used on the roads. A new step forward is foreshadowed in the report appearing in this issue of the new heavy oil engined omnibus built by the Associated Equipment Company at Southall. Three years' work and research have been expended in developing this new engine and so satisfied are the makers that one hundred vehicles are to be built to try out the new fuel thoroughly. The saving in cost is enormous at present prices and it constitutes a menace to the supremacy of the petrol engine, which will be closely watched by all road vehicle operators, whether for passenger or goods traffic. It must be borne in mind that the source from which the heavy oil is drawn is the same as that which controls the petrol supply and any great measure of success with the new type of engine will be followed undoubtedly by a rapid increase in the cost of the fuel.

## Personal Notes.

**Dunlop Changes. Mr. L. V. Kenward Becomes General Manager of Subsidiary Companies.**—Mr. L. V. Kenward, who has during the past 20 years occupied various positions with the Dunlop Rubber Company and latterly that of General Sales Director, has now been appointed General Manager of subsidiary companies. Mr. Kenward will, therefore, no longer be intimately associated with the sale of tyres but he will retain his seat on the Fort Dunlop local board which deals with tyre questions. The subsidiary companies include the Macintosh group of companies engaged in the rubber footwear, water and rainproof garment and general rubber goods businesses. Since the companies were acquired in 1926 these lines have been assuming an increasingly important place in the Dunlop output and the Board has come to the conclusion that the time has arrived when special arrangements should be made for their intensive development. It will be remembered that Mr. Kenward was recently re-elected Chairman of the India Rubber Manufacturers' Association for the second year in succession. Mr. H. L. Kenward remains, as heretofore, Director of Replacement Sales in the tyre division of the Company, his association with the many trade bodies with which he is so intimately connected remaining unaltered.

MR. L. V. KENWARD.

**Firestone Tyre and Rubber Co. New Manager of Sales Department.**—Mr. F. A. Upperton, who has taken over the management of the sales department of the Firestone Tyre and Rubber Co., Ltd., Brentford, was for some time in charge of the Company's sales in several countries in the Far East. He has practically travelled round the world in the interests of the Company and has spent periods in many of their factories.

MR. F. A. UPPERTON.

**London, Midland & Scottish Railway Appointments.** — At a recent meeting of the Board of Directors of the London, Midland & Scottish Railway, Sir Henry Fowler, K.B.E., LL.D., D.Sc., at present the Chief Mechanical Engineer of the Company, was appointed to be Assistant to the Vice-President for Works, to date from January 1st, 1931. Mr. E. J. H. Lemon, the Carriage and Wagon Superintendent, has been appointed Chief Mechanical Engineer to succeed Sir Henry Fowler. It will be remembered that Mr. Lemon contributed a very interesting and instructive Paper on "Railway Amalgamation and its Effects on the Workshop" at the Institute of Transport Congress held in Glasgow last July.

**Central Electricity Board.**—Sir James Lithgow, Bart., has resigned from the Central Electricity Board in view of the pressure of his other duties, and the Minister of Transport has appointed in his place Sir Ralph Lewis Wedgwood, C.B., C.M.G.

## Obituary.

**Death of Mr. Harry Gosling, C.H., M.P.**—We regret to record the death on October 24th last of Mr. Harry Gosling, C.H., M.P. for the Whitechapel and St. George's division of Stepney, E., and President of the Transport and General Workers' Union. He was 69 years of age. Mr. Gosling's father, his grandfather, and his great grandfather had all been master-lightermen, and he himself was apprenticed to their calling in 1875. Mr. Gosling worked on the river till 1893, when he became an official of the watermen's trade union, and continued to devote his time to their affairs till he became President of the Transport Workers' Federation on its formation in 1910. He entered Parliament in 1923, and was Minister of Transport in the Labour Government of 1924. Ill-health kept him out of the present Cabinet. He served on the Port of London Authority since its formation in 1909.

**Death of Captain O. Dahlbeck.**—We regret to record the death after a very short illness of Captain O. Dahlbeck, Managing Director of The Skefko Ball Bearing Company Ltd., Luton. Captain Dahlbeck, an old and valued servant of the SKF organisation, became Managing Director of that company in January, 1927, following a long period in Sweden as Chief of Publicity for the organisation. The loss to the Skefko Company by the death of one who was so actively fulfilling the position of leadership will be profound.

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# Institute of Transport.

## Joint Meeting with The Institution of Automobile Engineers and The Commercial Motor Users' Association.

### Passenger and Goods Carrying Vehicles.

A JOINT meeting of the Institute of Transport, the Institution of Automobile Engineers and the Commercial Motor Users' Association, was held at the Institution of Electrical Engineers, London, on November 10th.

**THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.,** the President of the Institute of Transport presided.

Before the joint meeting the Annual General Meeting of the Institute of Transport was held, at which the Annual Report of the Council for the year 1929-1930 was presented and adopted.

Opening the joint meeting, Sir Arthur Stanley said he understood it was the second time that members of the Institute of Transport had had the pleasure of a meeting with the Institution of Automobile Engineers, but it was the first time in the case of the Commercial Motor Users' Association, and he was particularly glad that it had been arranged during his year of office. He had had the honour of being associated with the C.M.U.A. directly, he thought, or at all events indirectly, through Mr. E. S. Shrapnell-Smith, the first President of the C.M.U.A., and in many other ways ever since the Association was formed, and it was a very great pleasure to him to welcome the members of that body.

Sir Arthur Stanley then presented the Institute of Transport, Road Transport Gold Medal (donor: The Commercial Motor Users' Association) for the Session 1929-30, to **PROFESSOR R. G. H. CLEMENTS** for his Paper on "Road Engineering in relation to Road Transport."

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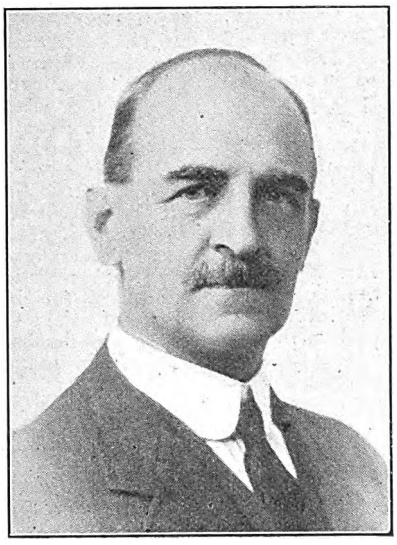
### Goods Carrying Vehicles.

**MR. C. LE M. GOSSELIN, M.Inst.T., M.I.A.E.,** President of the Commercial Motor Users' Association, and Managing Director of H. Viney & Co., Ltd., motor haulage contractors and forwarding agents of Preston, in a Paper on "Goods Carrying Vehicles," said his purpose was to give manufacturers in broad outline some idea of how they could assist users to turn their products to better advantage in practical use. Manufacturers finished products lying in their works and priced at say £1,000 each, were intrinsically worth no more than the value of the raw material that they contained—say a £10 note. It was only after the product had passed into the hands of a user and had demonstrated that it could perform a useful task with efficiency and economy that its value began to appreciate from that low figure. What its value might ultimately become depended upon how long it could continue to function with economy and efficiency, having regard to alternative means available for performing similar work. One of the most urgent requirements of any manufacturer was to have adequate machinery for keeping in the closest touch with his products once they had passed into the hands of the user, and also to ascertain how far he could modify them to prove of still greater utility to the user in any of his varying requirements.



MR. C. LE M. GOSSELIN, M.INST.T., M.I.A.E.

There was considerable feeling, even to-day, regarding the rapid development of the commercial vehicle, and although legislation was not being directed towards their entire elimination—by a process of strict regulation with attendant penalties for breaches of the the same of extraordinary severity, the value of the commercial vehicle as compared with alternative means of transport was becoming very seriously impaired and in more than one sphere threatened to become eliminated.

There was a considerable feeling amongst users that the manufacturers of to-day were insufficiently alive to the consequences of such legislation upon the future development of the industry, and therefore upon their own future welfare. Whereas the manufacturers themselves might be expected to lead the van in resisting any curtailment of the use of their product, they were inclined to leave that position to the user.

Manufacturers of to-day were producing goods vehicles which could with safety and economy carry loads of high capacity at speeds of from 30 to 40 miles per hour. Legislation demanded that their maximum speed should not exceed 20. The manufacturers were, therefore, faced with the problem of reproducing a vehicle of inferior performance and, incidentally, crippling their prospects of competing in those countries where such empirical limitations were not applicable.

ESSENTIAL REQUIREMENTS OF THE USER—THE PETROL LORRY.

Briefly, the user's requirements were simplicity, reliability, durability and general economy in operation.

**Simplicity** because the general user who owns but one or two vehicles did not wish to engage a specialist to supervise them.

**Reliability** was necessary for regular service.

**Durability.**—The life of the vehicle must extend over a reasonable number of years, in view of the capital outlay involved.

**Economy in operation.** — This must be evident in comparison with alternative makes or methods of transport.

Speed, of course, suggested economy in time, but the law limited possibilities in that direction which could not altogether be ignored.

In respect to the quality of simplicity, the manufacturer of to-day was certainly heading in an opposite direction. Complications of every description were developing on the latest models, and the author wondered, if the development continued, how far such vehicles could be really serviceable except in the hands of an expert staff of mechanics.

To the user of a number of vehicles of varying makes the question of standardisation of the various units of the vehicles was becoming a matter of urgency and the question of standardisation of parts should be considered by the manufacturers as a whole and should at least receive attention as between different models of one make.

Reliability could only be obtained as the outcome of experience and the frequent changing of design now so prevalent with some makers was to be deprecated.

Economy in operation did not, of course, limit considerations to running costs. The initial cost of a vehicle was spread over its life and the lower the initial cost and the cost of replacements the lower the ultimate cost of operation.

THE STEAM WAGON.

In the case of the steam wagon there was the same lack of standardisation of parts as between various makes, but there was on the whole evidence of as great a reluctance to bring out new ideas amongst those manufacturers as there was overzeal on the part of the petrol vehicle makers.

It was abundantly clear that if the steam wagon was to retain its popularity with the user it must possess more of the advantages of its rival in regard to cleanliness, ease of starting up from cold, and be as automatic in operation. High-pressure, high-speed, condensing engines, with semi-flash boilers, fired with liquid fuel, appeared to be indicated. Moreover, the steam wagon must be built with a closer regard to the actual load it was to carry.

The two great handicaps from which steam wagons suffered to-day were the use of solid fuel with all its attendant disadvantages and the fact that it could not condense its exhaust steam.

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### Bodywork.

In regard to the bodywork of commercial goods vehicles in general, including cabs, platforms and special bodies of various types, there was considerable evidence of carelessness amounting in some cases almost to indifference on the part of all manufacturers. From evidence collected by the author it was clear that such matters very largely must be dealt with by the user if he was to get any satisfaction. It was also a matter of vital importance to the user that the distribution of the load on the respective axles of the vehicles should be in proportion to the requirements of the law.

### Service after Sales.

Service in use was a matter which was capable of very great extension and improvement, more particularly in the initial stages of the life of a vehicle. Very inadequate instructions were given to the users of most vehicles, as to lubrication, the frequency with which valves should be examined; in the case of the steam wagon of the cleaning of boilers—to give but three examples. In some cases spare-part lists hardly existed, very largely due no doubt to rapid change of design.

More recently it had become the practice with some makers to employ outside inspectors to visit users and obtain their experience of how the products were behaving in practice, but the whole thing was run on most unbusinesslike lines.

## Passenger Carrying Vehicles.

**MR. GEORGE JAMES SHAVE, M.I.Mech.E., M.I.A.E., M.Inst.T.,** Chief Engineer and Operating Manager to London General Omnibus Company, Ltd., in the course of a Paper entitled "Passenger Carrying Vehicles" said that the problem exercising the minds of the principals concerned in passenger transportation, both for cities and outlying districts, was a very important one. The question to be answered was "What is to be the bus or coach of the future?" Would the vehicles being operated to-day become obsolete before they had completed their useful life, or had the chassis at present being used reached such a point of efficiency that it could be said that for at least four or five years it would not be improved upon other than in minor details?

An omnibus had, in several particulars, to conform to regulations laid down by the Minister of Transport, more especially in connection with dimensions and weights. The carried load—passengers and the omnibus body—would, at most, be less than the regulation weight by a figure termed the chassis weight. The proportion borne by the carried load to the total weight was largely determined by the speed, hill climbing and other performance characteristics of the omnibus. It was always made as large as possible, with a view to obtaining the maximum earning power. For any specified performance, designers had, in recent years, been able to increase this proportion without prejudicing either the reliability of the vehicles or the lowness of their running costs.

Body design aimed at making the proportion borne by the passenger load to the carried load as great as possible, and was influenced very largely by public requirements in the matter of comfort and safety.

MR. GEORGE JAMES SHAVE, M.I.MECH.E., M.I.A.E.

He would place passenger carrying vehicles in six categories:—

1. Six-wheel double-deck—as large a vehicle as can be built within the 30 ft. overall length regulation.
2. Short six-wheel vehicle within the 27 ft. regulation.
3. Four-wheel double-deck—as large as can be built within the 26 ft. regulation.
4. Six-wheel single-deck vehicle within the 30 ft. regulation.
5. Four-wheel single-deck vehicle within the 26 ft. regulation.
6. Long distance coach—four-wheel within the 26 ft. regulation.

Large seating capacity vehicles—70 seats D/D, 40 seats S/D, were most suitable for operations over routes where there was an all day concentrated traffic between given points. Normal seating capacity vehicles—50/60 seats D/D, 36 seats S/D, were probably the most economical to operate generally. They were more efficient for short-distance traffic which occasioned frequent stops for boarding and alighting.

Considering the possible applications of the six-wheel bus, Mr. Shave said that the limitation to the usefulness of the six-wheeler was the large area covered when negotiating a corner. The additional 5 ft. in length of the L.G.O.C. "L.S." type double-deck six-wheel bus sets a definite limit in respect of width of roadway which it could traverse without creating a temporary obstruction.

The London General Omnibus Co., Ltd., had introduced a short six-wheel vehicle known as the "L.T." type which had a much more favourable turning circle and could be operated on most of the services.

Faster schedules might be run with single-deck omnibuses having low centres of gravity than with double-deck omnibuses. Since the carried load in a modern omnibus formed the large proportion of the total weight, and since the carried load comprised very nearly everything which was above floor level, it followed that the problem of making further reductions in the height of the centre of gravity resolved itself simply into the problem of reducing the floor height. Very little could be hoped for in the matter of lowering the individual parts of the carried load as distinct from lowering this load as a whole.

With the new vehicles now being used by the London General Omnibus Company, with their very low centre of gravity, under the worst conditions—when the upper deck was laden and the lower deck was unladen—the body might be tilted to the extent of more than 30 degrees before overturning could occur. With the advent of cross-seating, omnibus axle weights became so great as to approach the limit tolerated by road authorities. Rear axle weights, reaching that limit, could no longer be increased and the need arose, as bigger omnibuses were required, for throwing a greater proportion of the weight forward. To this end, the forward drive omnibus was introduced in London, and subsequently in all parts of the world the modern omnibus body was contained forward to a point only an inch or two behind the rear cylinder block. The driver sat forward alongside the engine, and was actually in a much more favourable position to steer his vehicle round blind corners than formerly.

Common to all road vehicles employing the internal combustion engine was the problem of transmitting the power developed by a relatively inflexible prime mover to the road wheels. In the omnibus, more than in other vehicles, this problem was one of great difficulty to which no entirely satisfactory solution had yet been found.

All forms of clutch in use could be made to meet the requirements of service, but, in the matter of maintenance costs, no one type was good enough to have become the widely accepted standard in clutch practice.

During the past two or three years, considerable advancement had been made in the design of bodies both for coaches and omnibuses, and in his opinion it was the comfort provided in the new vehicles which had attracted passengers from the railways as much as the cheaper fares.

With regard to single-deck or coach bodies, he strongly recommended the front entrance design which enabled a stronger form of construction without extra weight and overcame the fume and dust nuisances.

He could not help feeling that it would be but a short time before bodies would be produced in this country entirely of metal.

Dealing with the question of the heavy oil compression ignition engine, Mr. Shave said he believed that the adoption of this type of engine for passenger transport vehicles was not far distant. Experiments had been carried out by the London General Omnibus Company with Mercedes-Benz, Junkers and Acro-Bosch engines; these had given a very satisfactory performance and two of the Junkers had been in use for nearly two years.

From the investigations so far made, he had no doubt that the list of objections which had been generally cited

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as rendering the heavy oil engine unsuited for application to in-town omnibus service was by no means unsurmountable, and with regard to the fuels which could be used in compression ignition engines, he suggested that every endeavour should be made to use gas oil—a home produced fuel.

The outstanding advantages of the heavy oil engine were so great that every encouragement should be given to the development of this form of prime mover.

As a concluding note on the subject of the Diesel engine, he would like to add that he hoped every encouragement would be given by users and that teething troubles which were bound to arise with the introduction of this type of engine for commercial vehicles would not deter their efforts to go ahead.

As to his ideas regarding the bus of the future, he would suggest:—A chassis with as low a centre of gravity as possible with final reduction of the worm type; compression ignition engine giving idling speed of approximately 300 revolutions per minute, with a maximum speed say up to 2,500 revolutions; engine to develop not less than 100 h.p. at say 2,000 revolutions; to be fitted with some form of infinitely variable gear, or, it might be, an electric transmission, as the Diesel engine in its present state could be used more satisfactorily with electric transmission—a wide range of speeds was not necessary with this; four-wheel brakes of the assisted type. Driver to be placed in the forward position by the side of the engine. Body to be constructed entirely of metal—double-deck, and to be of the covered top type, having a "sunshine" or sliding roof which could be operated easily and rapidly. Particular attention must be given to the comfort of seating as undoubtedly the more comfortable a public service vehicle the more traffic it would attract.

## The Discussion.

**THE CHAIRMAN** proposed a hearty vote of thanks to the Authors, and **MR. W. A. TOOKEY,** representing the Institution of Automobile Engineers, seconding, apologised for the absence of the President of the Institution, Sir Herbert Austin, K.B.E., who was in Scotland. Mr. Tookey said he was greatly interested in Mr. Shave's remarks regarding the internal combustion engine, but had hoped that for once he would have heard a Paper which did not refer to the Diesel engine. Mr. Shave had started well by calling it a compression ignition engine, which was its proper name, but fell from grace later by saying "Diesel." (Laughter.)

The vote of thanks was carried with acclamation.

**MR. J. B. OSLER, O.B.E.,** Chief Engineer to Carter, Paterson & Co., Ltd., asked Mr. Shave whether he had made any experiments with bodies mounted on a bed of spiral springs with a view to providing more comfort for passengers. Mr. Shave had mentioned the possibility of constructing passenger vehicle bodies of steel. As to steel for goods carrying vehicles he (Mr. Osler) had found that almost, invariably, wherever there was beading, rust appeared eventually. The movement in the body gradually brought the beading away from the steel and one could not dry out any moisture which might find its way in between the beading and the steel.

He believed that the manufacturers would benefit themselves and the transport industry as a whole if they were to keep in much closer touch with the actual user of the vehicle. The user usually saw a man who was known as a salesman whose principal job in life was never to let the vehicle he was selling down; consequently, when he visited a user and heard a complaint he felt it was his first duty to say that there was no complaint, and he thoroughly convinced himself that that was so, and off he went back to the works and said "I have put that man right." In order to get over that difficulty he respectfully suggested that the manufacturers would do well to send qualified engineers to study the problems which the user had to face.

**MR. SIDNEY E. GARCKE** said that Mr. Shave asked whether the vehicles being operated to-day would become obsolete before completing their useful lives. It was an important question. In these days of economy he thought they were all striving to avoid throwing aside existing vehicles for new types, unless they got in exchange something really better from an operating point of view and not merely a change of fashion. They did not want to change their vehicles merely because the manufacturers began to feel they had had them long enough.

He felt there was a good deal in what Mr. Gosselin had said as to the necessity for standardisation of fittings.

**SIR JOHN E. THORNYCROFT, K.B.E.,** said that Mr. Gosselin seemed to suggest that at any rate it would be desirable for manufacturers to comply with the law as regards axle weights. That was a subject which had been exercising the minds of manufacturers a good deal. If vehicles were being offered for sale which did not comply, it could only be to meet the demands of the users. Manufacturers did not make vehicles to keep themselves, but for sale. He suggested that if there was any blame it must be on the users who asked for the make.

**MR. R. E. MORLEY** said that as to manufacturers not keeping in close touch with their products—this might be due to the fact that to a very large extent their machines were sold through agents. As to body work—the body of a vehicle was usually built to the specification of the user and had to conform to his requirements. He thought that the manufacturer was not so much concerned with the body as with the chassis. He imagined a great deal could be said for standardisation, but on the other hand they did not want standardisation to lead to stagnation. As to the necessity for service after sales, he thought that a great deal more might be done in that respect than was being done at present.

**COLONEL R. E. B. CROMPTON, C.B.,** congratulated the L.G.O.C. on the improvements they had made from time to time in London's buses.

He was one of the original people who started standardisation and he wished at once to say how much he agreed with what had been said as to the disadvantages of over-standardisation. If they fettered design and future improvements by specifying particular things in their standards they would do great harm to the future. If they standardised a type in order to turn out great quantities by mass production, they were liable to be put out of date in a certain period, but if the advantages were so great that they counterbalanced the risk of writing the vehicles off at an earlier period than they otherwise would have done, that was different.

The change over from petrol to a non-inflammable heavy oil would, in his opinion, come eventually, and people would wonder why they had ever run such a danger from fire when a vehicle overturned.

**MR. W. VANE MORLAND,** referring to the compression ignition engine, said that if he was a heavy haulage man he would have no more petrol engines. From a passenger point of view one had to be more careful, and he did not think that at the moment this type of engine had reached such a state of perfection as would justify them in placing it into service in large numbers in closely congested or city areas.

With regard to changing design, it seemed to him that some manufacturers had carried some things to ridiculous lengths. No useful purpose was served by suddenly changing the shape and design of radiators.

**MAJOR CHAS. WHEELER, O.B.E.,** said that Mr. Gosselin had referred to the *laissez faire* attitude adopted by many manufacturers towards the users. In more recent years several wide-awake manufacturers had paid greater heed to suggestions and criticisms of operating engineers and it behoved those who had not yet appreciated the value of such criticisms to pay greater attention to this factor.

**MR. J. J. MILLIGAN** also took part in the discussion, and in the course of his remarks gave very interesting particulars with regard to some experimental work carried out recently with a compression ignition engine and electric transmission.

**MR. J. L. CLEWES** claimed for the English heavy lorry that it was the best in the world in regard to simplicity, reliability, durability and economy in operation.

**MR. J. W. MILLS** said that the manufacturers generally welcomed the criticisms of the users because it was the policy of the manufacturers to make and supply the goods which their customers wanted; their great difficulty was and had been in the past to get to know what was wanted as a universal article. The difficulty was that every user had his own requirements and the manufacturer had to provide a vehicle at mass production price to meet varied needs. He would respectfully suggest to the various fleet maintenance men that the best way to assist the industry to get what they wanted was to get together themselves and determine what they really did want. The manufacturers, he was certain, would welcome a specification which would be acceptable to all fleet users.

**MR. L. H. HOUNSFIELD** thought the manufacturers had to please the drivers. If drivers liked a vehicle the manufacturers got the order.

As the discussion lasted a considerable time it was agreed that the replies of the authors to the points raised should be circulated in due course.

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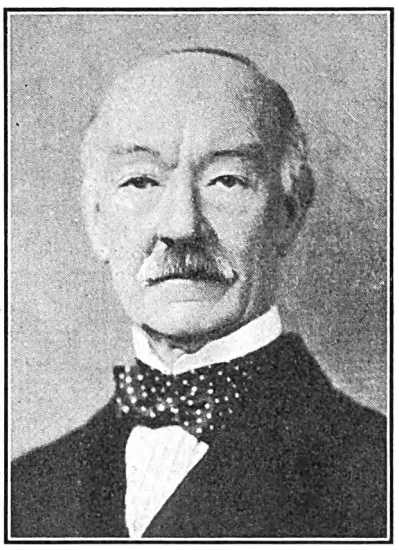
# Transport as it Affects Industrial Concerns.*

MAJOR-GENERAL S. S. LONG, C.B., Managing Director, Lever Bros., Ltd., delivered a lecture at the City of Birmingham Commercial College on the 23rd October, on "Transport as it affects Industrial Concerns." This was one of a series of lectures on "Some Fundamentals of Business Organisation." After mentioning various problems which confront British manufacturers to-day and pointing out that our commercial leaders have in the past taken little interest in practically any form of transport, the lecturer went on to say that one of the factors in the restriction of our trade was the high rate of wages paid in certain sheltered industries upon which Industry, Commerce and Trade were largely dependent. He ventured to say that those large numbers of people who should know better and who maintained that our railways were neither cheap nor efficient were both unjust and wrong. He admitted that as regards efficiency many improvements still required to be made, but, our railways were second to none and better than most in this world. However, when we came to costs, one had to admit that our charges were, generally speaking, higher than other countries and greater than our depressed industries could bear. This was not the railway administrators' fault but was due to the factors out of their control. It was an excellent example of Government interfering in Industry. Although the individual railwayman's wages might only be 55 per cent. above pre-war rates, the actual railway wages *bill* was over 200 per cent. above pre-war. In other words, owing to Government interference, the railway was now a sheltered industry and no matter how depressed industry might be, it could not hope for, nor get, any assistance from rail transport.

Road transport also was a sheltered one, in as much as trade unions had succeeded in forcing up wages and conditions of labour to a position out of all proportion to those pertaining to industry generally. The man who carted a load of coal from a railway station earned more money than the miner who hewed that coal from the bowels of the earth. Finally, looking at shipping, we found in docks an industry practically sheltered, with the result that there was a further stranglehold upon our poor struggling helpless commerce.



MAJOR-GENERAL S. S. LONG, C.B.

Another factor which had some bearing on high transport costs was the present system of taxation of motor vehicles. It was generally admitted by all economists that any tax on movement or transport should be, as far as possible, avoided. One of the reasons for the present excessive motor taxation was the very skilfully engineered propaganda of the railways. After all, these taxes were every bit as illogical as the old Window Tax where the Government sought to make us pay for air and light.

The effect of transport on the industrial worker should not be ignored as his well-being and efficiency was vital to any sound business. At the beginning of the great industrial era there began the concentration of large bodies of workers in great industrial towns. Owing to the absence of transport, they had to crowd into limited spaces with the consequent long dreadful record of human degradation and suffering. With the coming of railways Parliament tried to rectify matters by passing the "Cheap Trains Act." In spite of Parliament, public authorities and philanthropists, dreadful housing conditions still persisted, but in very much less degree. The wonderful improvement in health, physique, sobriety and comfort of our population got its start from improved train traffic followed by tram and horse bus and lastly the safety bicycle.

In considering transport in its relation to the factory the lecturer started at the beginning, the selection of the site. Owing to our captains of industry having paid so little attention to the importance of transport, we found them struggling hard to-day to reduce manufacturing costs and congratulating themselves when they succeeded to the extent of a few pence per ton. They did not realize that shillings per ton might be saved by a better system of transport. But often the original lay-out of the factory had been so bad from a transport point of view that additional heavy traffic costs were bound to occur in working. From a traffic aspect a bad lay-out was more the general rule than the exception, owing to the fact that when the works were planned the necessity for consulting a traffic expert was ignored. The advice of a traffic expert was essential on the following points:—

(a) Can I get railway siding connection with the Railway and will it be easy to work?

(b) Are there good roads in the immediate neighbourhood?

(c) Is there any close water transport available, sea, river or canal?

(d) Raw materials, availability and at carriage cost no greater than other parts of the country.

(e) Distance of fuel supply, and if rail, or water-borne, cost?

(f) Distance of possible markets, and whether rail, road, or water-borne?

(g) What rail siding accommodation do I require for the intake of fuel and raw materials and despatch of products?

(h) If waterside accommodation is available, is it amply sufficient for my needs, and will the erection of wharves be extra costly?

If traffic economy was to be properly studied then the siding and running rail connections should be first inserted on the general ground plan, and then the plans for various buildings interpolated. The planning of siding connection could only be done by an expert and it should be remembered that our railway administrators were always willing to place one of their experts at the disposal of anyone proposing to build works. Up and down the country could be found excellent examples of exactly opposite procedure.

Of equal importance was the lay-out of the works and buildings to reduce to a minimum the handling and movement of commodities in the process of manufacture. Before deciding these points it would be desirable to bear in mind that possible future expansion of works might necessitate extension of sidings. The Works Manager might find a piece of vacant ground and put up the building only to find a year or two later that it was so placed that it completely blocked any possible siding expansion or essential running line.

Consideration was also necessary of the siding connection with the main line. If the connection could be easily arranged and involved small cost on the railway in working the traffic the siding owner was entitled to get his traffic carried at correspondingly smaller costs. For working the traffic, if the works were extensive, steam locomotives might become necessary, but, it might be that internal combustion tractors or even electric capstans would even meet the case.

Warehouses had to be considered as regards their position, and accessibility to factory so as to reduce the distance of goods to be carried to minimum. The necessities of the business would determine the necessity for holding a reserve of finished products and also whether such reserve should be held only at the factory or distributed at suitable depots. The necessary warehouse space could be calculated by a formula which was actual floor space occupied per ton plus space per ton for alleyways plus space per ton for gangways. The width of the loading bank was governed by the variety of goods to be assembled thereon, but sufficient width should be allowed to admit of free movement without obstruction. It should be of correct height from road or rail to facilitate loading.

Further, the question had to be considered of the necessity for the bank being covered or protected from weather, and also the selection of a suitable material for the floors which would provide a smooth surface and stand up to hard continuous work.

Other questions to be considered were the desirability of

* Lecture delivered at the City of Birmingham Commercial College, on the 23rd October, 1930.

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hiring warehouse space rather than providing your own, and as to whether manhandling or the employment of electric trucks or conveyors was to be the system. Manhandling involved small capital expense but much additional labour and therefore high wages bill. Electric trucks were expensive to buy, but if the warehouse and loading banks were suitably constructed for their use they were very efficient and economical. Conveyors were certainly economical, possibly the cheapest method of moving goods, but had the disadvantage of being troublesome to move, once set up, and might be compared to the tram as a rigid form of movement, versus the motor bus as representing the trucking.

The depot system, which he had already mentioned, was one which had, within the last few years, been largely adopted in this country. It was, of course, true that the ordinary system of depots had been in use ever since the existence of any big business, but they varied very greatly from the modern one. The proposals of his firm to hire warehouse space from the railways to save the cost of cartage from rail to warehouse at first received anything but welcome from the railways, but to-day the railways themselves had adopted the plan and had been circularizing traders to adopt the system. It consisted in selecting certain centres which would make good distributing areas, railing to those centres full wagon loads of goods and distributing from that depot to all customers within the district of roughly forty miles round by means of motors. The advantage of the depot system were :—

(a) The avoidance of the necessity of large warehouse space at the works.
(b) A stock of goods close to the customer.
(c) The despatch of each commodity in whole truck loads, and the avoidance of assembling separate consignments at the works.
(d) The obtainment of most favourable exceptional rates by despatching in bulk.
(e) The avoidance of the cost of labelling.
(f) Quick transit of whole truck loads.
(g) Avoidance of transhipment and consequent loss and breakage.
(h) A saving of handling by off-loading direct into depot warehouse.
(i) Speed of execution of customer's order.
(j) The existence of stocks at depots in the event of curtailment of rail facilities through industrial unrest.

The disadvantages were :—

(a) Holding of greater amount of stock than would be involved if it were all held at one point.
(b) The danger of the depot keeper not turning over the stock in rotation resulting in loss through staleness or deterioration.
(c) The danger of accumulation of excessive amounts of stock at certain depots and shortage at others.

Returning to the factory itself, no matter how skilfully planned it might be a certain amount of transport work was necessary between portions of the factory. Here we were faced with the problem as to which system is cheaper—horse or mechanical tractor. The former involved small capital cost but the daily cost was usually high compared with that of running a small tractor and a number of trailers, where the tractor could leave its loaded trailer at an unloading point and proceed at once to a fresh point, thus getting maximum use at a cheaper price out of the tractor.

Turning to road vehicles, it was not worth while wasting any time on animal transport. We found ourselves at once involved in a subject upon which there was strong difference of opinion—those who advocated the firm possessing its own vehicles, and those who maintained that the cheapest and best plan was to employ a contractor. To-day, the provision of motor vehicles entailed a heavy cost and it was by no means easy to ascertain what this form of transport actually was costing, or whether it was being run as cheaply as possible. Owing to the absence of a generally accepted system of costing it was very difficult for one factory to compare costs with another. To go into the whole question of running a fleet of motor vehicles would entail a very lengthy lecture. But, in the case of a small firm who did not possess and could not afford to pay for an expert it would be found cheapest to employ a contractor. But, in the case of a large firm, it would be wisest and more satisfactory to possess sufficient vehicles of its own to deal with its normal average requirements, employing a contractor to handle all above normal.

The advantages which could be claimed for possessing one's own vehicles were :—

(1) A direct touch between the firm and its customers.
(2) The possession of a road staff accustomed to the firm's own products, thus eliminating mistakes.
(3) The avoidance of mixing the firm's goods with those of the general public.
(4) In many instances the avoidance of the necessity for careful packing.
(5) Saving the expense of labelling.
(6) Greater control over the road staff.
(7) Availability of the vehicles for use with volunteer labour in the event of industrial unrest.
(8) Generally greater efficiency.
(9) Ability to satisfy requirements of the sales department which involves additional cost.
(10) The considerable advertising value of the vans.

The disadvantages were :—

(1) The locking up of capital in the provision of the necessary vehicles.
(2) The necessity for an expert staff to control the running and maintenance of the vehicles.
(3) The difficulty of comparing costs.
(4) The tendency for the service to become extravagant.

It should never be forgotten that the traffic department was the servant of all the others, and it was its duty to meet so far as possible the demands made upon it.

The number and qualifications of the traffic staff depended upon the size of the business—but it was cheaper to employ a small well-paid staff thoroughly qualified and efficient than a larger ill-paid one. A well-informed efficient traffic head might well save the whole cost of the traffic staff many times over. Even the seating of the staff in an office was worth studying so that the papers passed from one to the other without them leaving their seats. The checking of accounts was another source of saving. It was sometimes found that the total overcharges for the year which were discovered were considerably less than the cost of the labour spent in checking the accounts. The common sense way would be to check all accounts over a certain figure and only 10 per cent. of those under. The same applied to the checking of weights of goods received, such as, fuel and raw material.

In conclusion, the lecturer referred to a book at present in the press by Sir John Fortescue on "The Supply and Transport of our Army from earliest Times." He pointed out that the failure of Germany to realize her ambition in the Great War was largely due to the efficiency of the transport arrangements of the British and French armies and the inefficiency of the German army transport.

## British Industries Fair.

TEN thousand trade buyers on four continents will receive the overseas advance catalogue of the British Industries Fair, with index in their own languages, at least a month before the Fair opens in London and Birmingham on February 16th, next. A later edition of 10,000 copies of the London catalogue will be handed out at Olympia to visitors from abroad and the home buyers' edition, on sale at the Fair, will run to 30,000 copies, making in all a guaranteed circulation of 50,000.

An advance edition of the catalogue of the Birmingham section of the Fair with index in nine languages is also to be circulated along with the London catalogue. Both are already in preparation. There are to be separate catalogues for the Cotton Textile Exhibition at the White City, London, February 16th to 28th, and for the Artificial Silk Exhibition at the Albert Hall, London, February 16th to 21st.

The languages to be used both for the London and the Birmingham catalogues will be English, French, Spanish, Portuguese, Italian, German, Swedish, Danish and Dutch.

## G.W. Extend Freight Road Services.

A NEW transport development is foreshadowed by the Great Western Railway who propose to proceed at once with the purchase of an additional 152 new motor vehicles and tractors to the value of £89,786, for use in connection with its freight services. These vehicles will be used in connection with new cartage developments which include: the expansion of the Company's collection and delivery services; the inauguration of new country lorry services, and to strengthen certain existing services; affording traders cartage facilities for certain lower class traffics consigned by rail at "Station to Station" rates; special Rail-Road contracts and throughout road services especially in London and South Wales for the conveyance of General Building materials, bricks, pipes, girder work, timber, roadstone, etc., required for delivery to site; the concentration of collection and delivery traffic upon one main station serving a considerable area whereby traffic is expedited and economies in working effected; the conveyance of livestock to and from Markets and Shows either in connection with rail services or by road direct; the development of the Company's container traffic.

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# Furniture Warehousemen and Removers' Association.

## Autumnal Meeting and Dinner.

THE Bi-annual meeting of the Furniture Warehousemen and Removers' Association was held at the Hotel Victoria, Northumberland Avenue, London, on November 5th last.

**Mr. A. C. Osborn** (Curtiss & Sons, Ltd., Portsmouth), the President of the Association, presided, and there was a good attendance of members representative of the whole of the country.

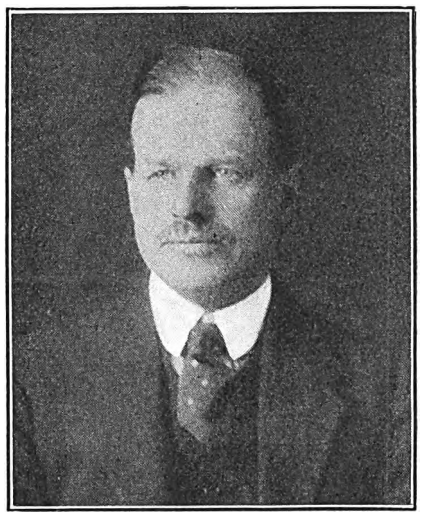
The first business on the agenda was to pass new Articles of Association. There was a brief discussion, after which the new Articles, which had been circulated to members, were adopted.

A report of a special sub-committee appointed to consider the question of non-members advertising for return loads was considered, and a resolution proposed by **Mr. F. C. Skinner** (Arding & Hobbs, Ltd., London) and seconded by **Mr. E. J. Elloway** (Green & Edwards, Ltd., London) that the recommendations contained in the report be adopted, was carried unanimously. A further resolution, proposed by **Mr. F. W. H. Winwood** (Frederick Winwood, Ltd., Worcester), to the effect that disciplinary action should be taken by the Executive Committee against any member who persisted in breaking the rules of the Association, was duly seconded and carried.

**Mr. Victor Brown**, the Hon. Treasurer, referred to the recent breakdown in health of Mr. T. A. Chambers, of Dublin, and reminded the members of the good work done by Mr. Chambers over a large number of years to further the interests of the Association.

Mr. Victor Brown was followed by several members, all of whom paid tribute in their remarks to what Mr. Chambers had done in helping members and in raising the status of the industry.

**Mr. G. H. Price** (Mousell Bros., Ltd., Birmingham) addressed the members on the subject of railways and removal traffic, and was heartily thanked for the excellent services he has rendered in this connection.



MR. A. C. OSBORN, PRESIDENT.

**Mr. G. H. Good** (J. J. Allen, Ltd., Bournemouth), in the course of a brief address to the members on the Road Traffic Act, said that the Minister was determined to effect far more control over road transport than had been the case previously. Mr. Good reminded the members of the action taken by the Association during the passage of the Bill through Parliament, and pointed out the advantage members derived by belonging to an Association which was able to voice its own requirements and opinions direct to the Minister which certainly could not be done by an individual. The Association was most anxious to receive from members their views with regard to the Act, with a note of any difficulties they might experience when it came into force, and particularly their views as to the working of Clause 19.

**Mr. Geo. Moores** (Geo. Moores & Sons, Ltd., Chorlton-cum-Hardy) moved the following resolution:—

> "That the Executive Committee be and is hereby authorised to issue certificates of membership to members of the Association."

He said he wanted a certificate or something of that nature which members could frame and hang up in their office testifying to the fact that they were members of the Furniture Warehousemen and Removers' Association.

The resolution was seconded by **Mr. Ormesher** and carried.

**Mr. H. V. Bishop** (Bishop & Sons Depositories, Ltd., London) proposed the following resolution:—

> "That the Association be and is hereby empowered to confer degrees and for that purpose shall form an Honours Committee with authority to make regulations and rules and to confer such honours."

He said that after a man had served a certain number of years in the trade and had gained experience, had probably served on the Committee and done many things to benefit the trade, was it not fitting that he should be rewarded, and what reward could be more fitting than the conferment of a degree. A candidate would have to submit his qualifications to the Committee, and of course, a degree would not be conferred upon all and sundry. An Honours Committee could be set up to whom qualifications would be submitted. A man would be expected to have passed the estimator's examination and to have served a period of seven years in the trade before he could become an Associate. To become a Fellow a man should have served the trade for a long time and have performed certain work for the benefit of the Association. A degree could be rescinded at any time, and the holding of it could be conditional upon the holder remaining in the service of a member or himself remaining a member of the Association. The scheme would automatically make the estimators' examination and certificate more valuable.

He commended the resolution to the members as he considered it was a step they must take in their efforts to uphold the dignity of their profession, not only in the eyes of those actually engaged in it, but in the eyes of their fellow men.

**Mr. Fuller** seconded the resolution which he said aimed at raising the status of their profession, and there was no reason why the industry should not be regarded as a profession. When they considered the different phases of knowledge which their members had to possess in order to carry on their trade properly, he felt that all members would support the resolution. It might be said that their qualifications lay in the fact that they were members of the F.W. & R.A. That was true up to a point, but only firms were represented in the Association, and in the case of the conferment of degrees it would be individuals. If they passed the resolution it would help the trade to occupy a position much higher than it did at the present time.

The resolution was carried unanimously.

### The Banquet.

The Banquet which followed the annual general meeting was attended by many distinguished guests.

**Mr. A. G. Coombe** (The Pantechnicon) London, Chairman of the Metropolitan (London) Centre, presided.

**Sir Francis Goodenough, C.B.E.**, President of The Incorporated Sales Managers' Association and Chairman of the Government Committee on Education for Salesmanship, proposing the toast of "The Furniture Warehousemen and Removers' Association, Ltd.," said he had been wondering why he had been chosen to speak to them. Perhaps it was because he was Chairman of a similar organisation and knew the value of co-operation and unity in an industry. The removers were as tired probably of the joke about three moves being equal to a fire as those in the gas industry were tired of the story about the lying gas meter. (Laughter.) But the gas industry had gone a little further during recent years and had since introduced that mysterious thing called "therm" and they now had the story. "A therm is a germ which gets into the meter and causes galloping consumption." (Laughter.)

He had asked their Chairman what was the real reason why he had been asked to speak to them and he was told it was thought he might be able to solve a knotty problem. The problem was "By what means can salesmanship get more business?" Frankly, he did not know how they were to produce a system of salesmanship that would

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induce people to move more often than they did. He was an extremely bad example as a customer of their industry, because although he had been married thirty years they had only moved once and had no intention of moving again if they could possibly help it. (Laughter.) That was not because he was dissatisfied with the way in which his goods had been moved, in fact he remembered being moved to admiration of the manner in which the job was tackled, and he took off his hat to the removers who did the job.

He really did not know how they could get more removals, unless they could agitate for the repeal of the Rents Restriction Act.

He realised the great value of an organisation such as the F.W. & R.A. in which they pooled all their knowledge and experience of the trade and which enabled each member to raise the standard of his service, and they could not possibly conduct their trade with satisfaction to themselves unless they conducted it with satisfaction to their customers. Meeting together to discuss problems and difficulties and to arrange standard methods of doing the work must lead to an increase in the efficiency of every member of the Association, and would increase the happiness of each, because really the happiness to be got out of their work was to do it so that the customer was delighted with the business. Nothing gave a man who was worthy of being in business more satisfaction than to get letters of approval from those to whom he had rendered service, and he was quite sure that their Association enabled members to secure more of those valentines than they could get if they were working disjointedly and unorganised.

### JOINT ADVERTISING.

He did not know whether they had considered the question of joint advertising for the purpose of ensuring that the public would only employ those who by their membership of the association showed that they had set up a high standard of service. He believed in advertising from that particular point of view. If they claimed in an advertisement that they intended to give first-class service and complete satisfaction, they set up a standard for their own staff to live up to as well as for themselves, and they were more likely to hear from the public regarding anything that caused them dissatisfaction than if they had made no claim to give good service. In his industry they always tried to get every complaint they could in order, if it was justified, that they might remedy it, and he was quite sure that the furniture removers did the same, as if claims or complaints were dealt with in a broadminded and generous spirit they would establish good will amongst the public which they could secure by no other means.

MR. A. G. COOMBE,
CHAIRMAN,
METROPOLITAN (LONDON) CENTRE.

He wished well an organisation that had for its object the raising of the standard of service to the public.

### REPLY BY THE PRESIDENT.

**Mr. A. C. Osborn,** the President of the Association, responding to the toast, congratulated the Chairman, Mr. A. G. Coombe, upon being elected Chairman of the London Centre for a second year, and he congratulated the London Centre upon the wise choice they had made. (Applause.)

Continuing, the President said that the Furniture Warehousemen and Removers' Association although perhaps not being very prominently in the public eye, yet occupied a very high place in the regard of those who knew their work, such as kindred associations whose interests were similar to their own, various government departments and the large commercial concerns with whom they came into contact.

Trade associations in every industry were to-day more than ever necessary to enable one to get into and keep close relations.

They found that traders in their industry were approaching the Association with a view to membership, and it was gratifying to find that many old members were rejoining, and the Association believed that a useful future lay before them. At least six firms who in past years had left the Association had joined them again in the last few months, and there was a general feeling all over the country that the Association was really doing good work, and he thought they would have an influx of members and especially of old members who for some reason or other had left them.

### SALESMANSHIP.

Sir Francis Goodenough had referred to the question of salesmanship, and this point had been emphasised in the journal of the Association and at meetings held during the last few years. It would have been observed that the estimator of to-day had a knowledge of his business. The estimator's examination had been established by the Association for the benefit of the younger men in the industry, and the knowledge a young man acquired in his efforts to secure the estimator's certificate would always be of use to him, even if he entered another sphere of activity. One could wish that the majority of employers were more eager to bring to the notice of the younger members on their staff the advantages of that examination and so encourage them to enter for the next examination which would be held early in the New Year.

Sir Francis had referred also to the question of joint advertising. As it happened the members had that afternoon discussed a report from a sub-committee with reference to joint advertising in districts.

With regard to salesmanship, a good salesman would point out to a prospective client that a removal to-day was not what it was thirty years ago, and that he could go to a member of the Association with the confidence and full knowledge that his furniture and effects would be treated with great respect and placed in his new residence without damage.

He urged all members to take even a greater and deeper interest in the Association, and he hoped those present would endeavour to influence firms who were not in the Association to become members. They must all be optimists and see an opportunity in every difficulty, not pessimists who saw a difficulty in every opportunity.

### PROVINCIAL CENTRES.

**Mr. A. G. Coombe** (the Chairman) proposed the toast of "Provincial Centres." He said he could assure all that the business life of one employed in the removing of household goods was nothing if not varied. They met all sorts of people under all sorts of conditions and they had all sorts of jobs to do.

The provincial centres of the Association were made up of groups of members in various parts of the country who gathered together from time to time to discuss their problems, problems which affected their particular district, and, as Sir Francis Goodenough had told them, to learn to help each other. Centres had their local chairman and secretary and an elected representative to the Executive Committee of the Association in London, and they undertook various work so as to keep the lifeblood of the Association circulating round the country. It was essential to the well-being of the Association, which meant the well-being of the removal trade as understood by them, that the centres should not only continue but that they should grow from strength to strength.

The Association in the past had benefited to a very large extent through its provincial membership, and although London members might not always see eye-to-eye with their friends from the provinces, yet he could assure members from the centres that the London men had great sympathy with all the difficulties with which they had to contend and wished well to every member of every centre throughout the United Kingdom.

**Mr. T. Ormesher** (T. Ormesher & Sons, Stockport) responded, and in the course of his remarks said that the London members of the Association really put in a great deal more time in furthering the interests of the Association than members in the provinces always realised perhaps, and he was glad to have that opportunity of acknowledging publicly the appreciation of the provincial members.

### TRANSPORT AND ITS FUTURE.

**Mr. Frank Pick, LL.B., M.Inst.T.,** Managing Director, The London Underground Railways and the London General Omnibus Company, Ltd., proposing the toast "Transport and its Future," referred to the Road Traffic Act, and said there were now so many regulations that even

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the most prudent of them might find it difficult to keep out of the Police Court. (Laughter.)

Perhaps the Furniture Removers would watch with interest what effect the Act would have upon passenger transport vehicles, because as the Minister obtained sufficient experience of how to control those vehicles, he would very likely attempt to control the vehicles belonging to members of the Association and, therefore, they would be able to profit by the sufferings of the passenger business and learn from their misfortunes. (Laughter.) The Act was passed by a Labour Government. Trade Unionism was fully organised and could control its members and could set an example to those who sometimes sat at the other side of the table that they too if they hoped to succeed should also control their membership and their charges. Therefore, perhaps they could feel a certain amount of satisfaction in the passing of the Act as he thought it must result in their Association too having more control.

### OIL *v.* PETROL.

He would turn his attention to another development which seemed to be imminent, namely, the change over from petrol engines to heavy oil engines. Advertisements told them that they would get double the mileage at half the cost. It seemed an attractive change, but was there not a catch somewhere. After all, heavy oil and petrol both came from crude oil and if there happened to be much demand for heavy oil then he could see the price of heavy oil rising and petrol prices falling.

clients, and from time to time those people would be removing.

They had to make the public understand that their industry required skill and that skilled people were engaged in it.

### RAIL *v.* MOTOR.

With regard to motor transport they had all come to think that nothing but motor transport was good enough for them, and that they must run their motor vans from London to Glasgow no matter what it cost. Looking into the future he could not see that that state of things was going to continue. He thought that in the future they would use road motors to a considerable extent for household removals, but not to the same extent as they were doing to-day. He thought the motor trailer would soon be off the road with the restrictions imposed by the Road Traffic Act, and that they would put their long distance work back on to the rail, and it would be up to the railways to do a little more for their industry than they had promised to do to-day. The containers offered to them by the railway companies were not good enough to carry personal effects; they were all right for merchandise, but the industry wanted something better and more on the style of the removers' own lift vans. He did not think that mammoth vans would be required in the future because they were very wasteful and uneconomical. It was not economy to keep a big van standing outside a house four to six hours loading it, and the vehicle should be

MEMBERS OF THE FURNITURE WAREHOUSEMEN AND REMOVERS' ASSOCIATION AT THE A.E.C. WORKS AT SOUTHALL.

One thing the future of transport must bring was a very substantial development of our road system, and already they saw large numbers of roads partly completed, and to those responsible for the carriage of passengers and the removal of goods it was certainly an advantage as these new roads would bring with them large strings of houses. They should encourage the migratory instinct.

Reference had been made to the Rents Restriction Act—that Act had, of course, had an effect in preventing the population moving from place to place and there was taxation—the more they were taxed the smaller would be the house in which they could live, in fact they would all have bungalows in time and then the amount of furniture removing would not be so great. (Laughter.)

It was said that transport was civilisation and that he thought was really true. The removers had meetings for discussions and exchange of views and helped to provide homes which were the basis upon which our civilisation was built up and upon which we must depend for our future whatever it might be.

**Mr. A. E. Knill** (Pickfords, Ltd., London), Senior Vice-President, responding to the toast, said that in spite of what Mr. Pick had said regarding restrictions imposed by the Road Traffic Act, high taxation and so on, he thought that the removal industry was in for a jolly good time. During the last few years thousands of new houses had been built in this country so that all the owners of those houses were the removers' prospective

on the road. His opinion was that in the future they would have solo machines of fair capacity and high speed so that they could do a distant job in the country or a local job at economical rates.

It would depend upon their service how much business they got, and he would ask every remover to set an ideal before himself so that the public would recognise that the industry required people in it who had studied it very carefully and had trained their men to do the job and then they would not go to a railway company or any one else but come to those engaged in the industry when they wished to remove from one place to another.

**Major W. Taylor** proposed the health of the guests, and **Mr. H. E. Binstead,** who responded, referred to the Benevolent Fund established by the Furniture Warehousemen and Removers' Association and said he would like to see the members push that Fund along a little faster.

He referred to Mr. Victor Brown, the Hon. Treasurer of the Association, to whom he said the thanks of the members were due for the inauguration of the Association, and with Mr. Victor Brown, in those early days Mr. Tapner and Mr. Byng Hall were associated. Those men were endowed with courage and vision and he asked the members to have the same faith and vision in regard to their Benevolent Fund.

On November 6th, the members paid a visit to the A.E.C. motor works at Southall, and subsequently lunched together at the Holborn Restaurant as the guests of the London Centre.

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# Regulation of Road (Goods) Motor Transport and Commercial Motor Taxation.

THE Commercial Motor Users' Association has submitted to the Royal Commission on Transport a memorandum dealing with the regulation of road motor transport (goods) and commercial motor taxation.

The Association submitted a memorandum, supplemented by oral evidence, to the Commission in February, 1929, and this further memorandum has been submitted it is stated in view of circumstances which have arisen since that date.

The Royal Commission is reminded that the membership of the Association numbers between five and six thousand individuals, firms or companies, owning upwards of 100,000 road motor vehicles. They include haulage contractors (long-distance and short-distance), ancillary users (i.e., traders who own their own motor transport) and omnibus and coach proprietors, in the respective proportions of approximately 25 per cent., 65 per cent. and 10 per cent. of the membership of the Association.

### REGULATION OF GOODS MOTOR TRANSPORT.

The Memorandum points out that the road motor transport industry is a young and growing one, and has not yet passed through the development stage, and in so far as is possible it should be left free and untrammelled so as to act as an independent transport agency or as a means of supplementing existing transport facilities. The convenience and demands of the general public cannot be met unless freedom of development and expansion is allowed. One of the salient benefits of road motor transport is its mobility and any attempt to interfere with it by rigid methods of standardisation would deprive the road transportation of goods of one of its most powerful advantages. The Association strongly urges the Royal Commission not to recommend any further regulations or restrictions which might have the effect of reducing the mobility of this means of transportation. Special regulation of the goods motor transport industry, either according to the distance run or the particular class of user, is impracticable. The choice in these matters should still rest with and be exercised by the producing and trading communities of the country. A motor vehicle licensed to use the roads under the regulations already provided by law should be capable of serving the public in any capacity within these limits. Any further restrictions is a restriction of trade and an added cost to the commercial activities of the community. Road motor transport is already regulated by the common law of the country and by special Statutes. The Road Traffic Act, will still further regulate the industry.

Any proposal to institute a special system of licensing haulage contractors is not favoured. The business of haulage contracting is a trade and an absolutely necessary one, just as much as the making and selling of any commodity. A haulage contractor sells his goods, i.e., transport, in competition with other haulage contractors, and the one who gives the best service at the cheapest price obtains the business. The conditions governing goods transport are essentially different from those obtaining in road motor passenger transport, and any special system of licensing upon the former would be in the nature of a restriction on trade.

It was brought out in evidence by Sir Henry Maybury before the Royal Commission in November, 1928, the memorandum continues, that in certain of the States of America where a system of licensing haulage contractors was brought into operation it has been found extremely difficult to carry out its provisions, and the system of control had broken down to a very great extent, largely owing to the fact that immediately the haulage contractor was placed under regulations the manufacturer or trader employing him provided himself with his own transport. There is no reason to think otherwise than that similar results would arise if steps were taken to enforce a system of licensing haulage contractors in this country.

A certificate of fitness for a commercial motor goods vehicle, whether in the ownership of a haulage contractor or an ancillary user, is no more necessary than for a private car. Goods vehicles in commercial ownership are, in general, as well maintained as are vehicles in private ownership. A driver of a commercial motor goods vehicle should come under no more or no less restrictions and regulations than a motor car driver. He is in an entirely different position to the driver of a public service vehicle, who has the additional responsibility of the lives of those who travel in his vehicle.

With but very few exceptions well-organised trading concerns who operate their own road motor transport do not engage in carrying other peoples goods by way of return loads. The amount of such traffic carried by ancillary users is negligible, and any systematic attempt to use their vehicles for work of this character has been found to cause serious disorganisation of their regular transport services. It is submitted that the operation of economic laws can be relied upon to prevent redundancy of transport far more efficiently than any regulative action of officials.

The Association submits that this is not a time for imposing regulations on the road transport industry with a view to limiting its competitive powers and thereby handicapping the industry in adjusting itself to the need of trade and commerce at this critical period.

### COMMERCIAL MOTOR TAXATION.

Arising out of memoranda submitted by the Ministry of Transport and the Railway Companies Association the Commercial Motor Users' Association submits the following points:—

The Association confirms the average yield of vehicle duties upon commercial motor vehicles as 0.18d. per gross ton-mile, as a throughout average, which was given by Mr. E. S. Shrapnell-Smith in his evidence on behalf of the Association before the Royal Commission in 1929. As to its sufficiency to cover the related cost of commercial traffic passing, the Association adheres to 12,000 miles a year as a throughout average.

The principal causes of additional total highway costs for the country since the war have been (a) war-time neglect, (b) increased ratios of cost for labour and materials, (c) spread of population in country districts, (d) greater use of rural highways, and (e) the growth of public travelling by road.

It has been the advent and growth of road motor transport that have brought about the adoption of new methods of construction and repair which have in practice rendered economies possible, and have kept down total annual highway costs.

The succession of taxation increases upon commercial motor vehicles in recent years has created a burden which it is practically impossible for many users of these vehicles to bear. This excessive taxation should be reduced forthwith, having regard to the fact that it is a tax upon industry and trade.

# Leeds, Goole and Hull Transport Co., Ltd.

## Canal Carriers, Leeds.

WE are informed that Mr. Philip Blythe, Governing Director of Messrs. Blythe & Berwick (1928), Ltd., the well-known Yorkshire Transport Contractors, has joined the above Company and has been appointed a Director to fill the vacancy created by the death of the late Mr. Arthur Jackson.

The management of this Company is now in the hands of men of considerable Transport experience, themselves Directors of long established Transport Firms, who give their personal attention to all phases of the Company's business, and whose names are appended.

Henry Hunt, Esq. Messrs. John Hunt & Sons (Leeds), Ltd.

Thos. Porter, Esq. Messrs. Wm. Hill & Sons (Carriers), Ltd.

Richard H. Hunt, Esq. Messrs. John Hunt & Sons (Leeds), Ltd.

Philip Blythe, Esq. Messrs. Blythe & Berwick (1928), Ltd.

Lawson Hill Porter, Esq. Messrs. Wm. Hill & Sons (Carriers), Ltd.

The above Companies have been working in conjunction for many years, and it is confidently anticipated that this closer co-operation will now enable the Company to offer an excellent service in Transport either by Water or Road, at the most attractive rates, by controlling a direct and efficient means of transport and distribution between Hull and Goole and the industrial area of the West Riding of Yorkshire and Lancashire.

Splendid facilities are placed at the disposal of their customers for storage and warehousing in the combined extensive warehouses in Leeds and Bradford, these premises containing upwards of 200,000 feet of floor space. During 1929 a total of over 125,000 tons of all classes of Merchandise was dealt with by Water and Road.

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# Suggested Compulsory Fitting of Pneumatic Tyres on Commercial Motor Vehicles.

A MEMORANDUM has been submitted to the Ministry of Transport by the Standing Joint Committee of Mechanical Road Transport Associations, regarding the suggested compulsory fitting of pneumatic tyres on commercial motor vehicles. The following are the constituent bodies represented on the Standing Joint Committee:—The Commercial Motors Users' Association (Inc.); The Electric Vehicle Committee of Gt. Britain; The Furniture Warehousemen and Removers' Association, Ltd.; The Mansion House Association on Railway and Canal Traffic for the United Kingdom (Inc.); The National Road Transport Employers' Federation (Inc); The National Traction Engine Owners' and Users' Association (Inc.); The Omnibus Owners' Association (Inc.); The Scottish Commercial Motor Users' Association (Inc.); The Showmen's Guild of Great Britain and Ireland; The Steam Cultivation Development Association.

The following is the Memorandum:—

(1) The higher speeds permitted and the relief granted in motor taxation in respect of commercial motor vehicles fitted with pneumatic tyres are sufficient in themselves to induce owners to change-over from solids to pneumatics as soon as this becomes an economic proposition, without the necessity of compelling them to do so.

(2) The Road Traffic Act, 1930, specifically provides for solid-tyred motor vehicles to be operated at speeds substantially lower than are permitted for similar vehicles fitted with pneumatic tyres in order to ensure their use upon the highways without damaging effect. To proceed to prohibit the use of solid tyres is imposing a further penalty upon the road motor transport industry in excess of that anticipated by Parliament.

(3) It is economically impossible to operate commercial motor vehicles on pneumatic tyres in connection with many classes of work where the vehicles have to leave the ordinary highway, e.g., the collection of timber, the collection of materials from stone and slate quarries and sand pits, the conveyance of material to new building sites, the removal of excavating material from sites in process of preparation for building and for agricultural requirements.

(4) Numbers of commercial motor vehicles now running on solid tyres are totally unfitted to change-over to pneumatic tyres. There will not be adequate room for brakes, the wheel arches will be too small involving the rebuilding of the body, and there will not be room for pneumatic tyres without the hubs, and probably the tyres, projecting beyond the sides of the vehicle and so infringing the overall width limits. There are other mechanical difficulties.

(5) There is no pneumatic tyre of sufficient strength or area of contact with the road to carry the weights required on low loading vehicles fitted with small diameter wheels. The use of these vehicles is a considerable advantage for many purposes, e.g., for public health services, for the conveyance of cable drums in connection with the Government electricity scheme, for delivering under low gateways and arches and for simplifying delivery where hand labour has to be employed.

(6) The difficulty of obtaining satisfactory pneumatic tyres for steam wagons is a real one, and it would be unfortunate if the use of these vehicles were to be prevented or hindered, particularly in view of the fact that the fuel used in them is home produced.

(7) Operators of commercial motor vehicles, particularly of the heavier types, have not yet had sufficient practical experience with pneumatic tyres to warrant them being forced into the position of experimenters and pioneers of this type of tyre.

(8) Considerable development is taking place in connection with air-cored solid tyres, and this development should be encouraged both in the interests of highway authorities and road motor transport users.

(9) The expense involved in changing-over from solid tyres to pneumatic tyres would be considerable. Large operators of public service vehicles have in fact abandoned their intention to make such a change-over in view of the cost and difficulties involved, considering it preferable to continue to run their vehicles for a further period on solid tyres and then replace them with new vehicles fitted with pneumatic tyres.

(10) There are many hundreds of expensive pantechnicons in use drawn by tractors in lieu of the horses they were originally designed for, the wheels of which could not economically be converted, and the furniture removing industry would be compelled to revert to horse haulage for moderate distances, one result of which would be to add to the congestion of the highways. There are also many cases where trailers now running on solid tyres are used very infrequently, and it would be a hardship on the owners to be required to fit them with pneumatic tyres.

(11) The time limit of six years proposed in the regulations raises a very serious question. The Commercial motor vehicle manufactured in this country is a very sturdy and long-lived construction and there is a considerable number of vehicles now being operated on solid tyres which will be perfectly good for several further years service in six years time. To compel these vehicles to be fitted with pneumatic tyres will result in great financial hardship to the owners.

(12) It cannot be too strongly urged that the state of trade is such that no additional burden should be placed upon the road motor transport industry.

Mr. F. G. Bristow, F.C.I.S., M.Inst.T., is the Hon. Secretary of the Standing Joint Committee and the offices are at, 50, Pall Mall, London, S.W.1.

# Road Traffic Act.

## What the Minister of Transport Proposes.

SPEAKING at the Dinner of the Society of Motor Manufacturers and Traders in London, on October 15th, last, Mr. Herbert Morrison, the Minister of Transport, said that he depended to a great extent upon the manufacturers and traders in his efforts to raise the standard of efficiency and safety in road traffic.

The passing of the Road Traffic Act, 1930, necessitated the making of new orders and regulations covering the whole field of the construction, equipment and maintenance of motor vehicles.

He had no intention of dealing harshly with the owners of existing vehicles. They could not, without weighing up the advantages and disadvantages, recklessly scrap the capital involved, but in the interests of public safety there were many commercial vehicles, omnibuses and even private cars which should really be prevented from using the roads.

The time was now ripe for taking a definite step forward in certain directions. It had been his duty in Parliament to answer many questions as to noise and vibration resulting from motor traffic, and, he intended to require the maximum possible use of pneumatic tyres as technical development in their manufacture had now made it possible for them to carry even the heaviest weights within legal limits. It would no doubt be necessary to allow for exceptional cases where large and indivisible loads had to be carried by road, and possibly also for vehicles engaged in special industries, but as regards ordinary commercial transport there was really no reason why vehicles of reasonable dimensions and unladen weights should not be fitted with pneumatic tyres.

As regards omnibuses and motor coaches he proposed to require that as from January 1st, no new public service vehicle should be licensed unless it was fitted with pneumatic tyres.

It was intended that the regulations should provide a reasonable period of exemption for existing vehicles and for those registered within a year of the making of the regulations, but a stage had now been reached when we could take steps to ensure that within a reasonable period all ordinary forms of transport on the roads should be on pneumatic tyres.

He was considering the desirability of providing that wind screens and other glass fitted in the front of motor vehicles should be unsplinterable and it was also proposed in the interests of public safety to require the fitting of life guards in the absence of running boards, between the wheels of lorries and other commercial vehicles.

On the subject of taxation Mr. Morrison said that no one was wedded to the present horse-power formula as such, and he took the opportunity of stating afresh that the Ministry was always ready to carefully consider any alternative formula on the basis of producing the same amount of revenue.

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# Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

## RAILWAYS AND ROAD TRANSPORT.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—The enclosed cutting from the "Derby Daily Express" is deserving of wide publicity amongst the trading public for the paragraph which refers to the Road Act and the Railways is nothing less than a clear admission that parts of the Road Act are designed for the special benefit of the Railways.

Derby opinion on Railway matters is usually well founded since the town is the centre of the L.M. & S. Railway and the writer of the article is doubtless expressing more than his own personal views. He concludes that the enforcement of the Act, by putting out of existence many of their "mushroom yet formidable competitors . . . . will serve to restore much of the balance now weighing against the Railways."

Traders for whom Transport is an important matter will clearly foresee what would be their position if the Railways Companies should succeed in breaking down the competition of independent Road Transport and thus regain a monopoly.

By securing the particular good-will of Traders and the general public Road Transport will draw to itself much active assistance which will help to minimise some of the hardships imposed by the Act. We have strong evidence of this in the wonderful response accorded to a recent circular-letter of which I enclose you a copy.

It is perfectly clear to anyone with a knowledge of Long Distance Road Transport that Section 19 of the Act could have been so designed as to secure its avowed object without imposing the great difficulties it actually does.

Yours faithfully,
for STEVENSON TRANSPORT, LTD.,
L. J. RIX.

20, St. Alkmund's Church Yard,
Derby.
17th October, 1930.

Following is the Circular referred to in the letter:—

THE ROAD TRAFFIC ACT, 1930.

UNDER Section 19 of the above Act the hours which a man may drive a Commercial Motor Vehicle are rigidly curtailed in direct opposition to the special requirements of certain classes of Road Haulage. As a result, a great number of Commercial vehicle owners will have extreme difficulty in complying with the regulations without greatly reducing the efficiency and utility of their operations.

Time is now money indeed to long distance Road Transport Contractors, and to help us to meet the situation we earnestly beg all our customers to assist by ensuring that all our vehicles sent to them are lightened or loaded with the utmost dispatch.

The avowed object of Section 19 of the Bill, viz: "The protection of the public against risks which arise in cases where drivers of Motor vehicles are suffering from extreme fatigue" could be secured equally well by a differently designed clause which would not have the hampering effect of the Section as it stands.

The clause as it is imposes the greatest amount of difficulty on both employers and employed in large sections of the Road Transport industry and as most of this difficulty could have been avoided without impairing the safeguard aimed at, the conclusion is inevitable that Road Transport is being penalised unduly and unnecessarily.

Traders will clearly foresee their position were the powerful Railway Companies to succeed in breaking down the competition of independent Road Hauliers, and we feel sure we may look for your hearty co-operation in this matter which is of vital importance to your own interests as well as to us.

If our friends will kindly see that our lorries are lightened or loaded as quickly as possible as soon as they arrive it will be a very material help in the maintenance of the efficiency of our service.

We take this opportunity of thanking you for past favours and assure you of our intention to merit your continued support.

## ILLEGAL RAIL CHARGES.

*To the Editor of* THE WORLD'S CARRIERS.

SIR.—For some time past references have appeared in the Press under the above or similar headings, the general contention being that it has been discovered that the Railway Companies have included some 800 unauthorised entries in the Classification of Goods which have resulted in the traders having to pay more than the legal rates in respect of many classes of traffic conveyed by rail.

As an application to include in the Statutory Classification these entries (which were of an explanatory nature and in no case involved increased charges) was before the Railway Rates Tribunal, the Companies considered that it would be most improper to reply to the Press criticisms while the question was *sub judice*.

A Mr. Percy Donald who appears to be the moving spirit in this unwarranted attack on the Railway Companies has for some time endeavoured to obtain the support of traders and trade organisations throughout the Country in opposing the Companies' application but when the case came before the Court the only substantive objection to the inclusion of the entries in the Statutory Classification was that of the London Chamber of Commerce, with whom Mr. Donald is closely associated. Evidence was given on behalf of the Traders Co-ordinating Committee, the National Federation of Iron and Steel Manufacturers and the Birmingham Chamber of Commerce that the inclusion of the entries was welcomed by traders generally.

The Tribunal approved the additions to the Classification proposed by the Railway Companies and the President after referring to the fact that no Witnesses were called to support the contentions of the London Chamber of Commerce concluded his Judgment as follows:—

> "I am sorry to say that I have not been able to attach any weight or any importance to the opposition of the London Chamber of Commerce. It seems to me utterly misconceived. Somebody must have been responsible for having placed such a case before the Tribunal, and I should like the person who is responsible to understand that I, personally, am by no means satisfied with the attitude which the London Chamber of Commerce has adopted. If they thought fit to put forward these arguments, assertions and suggestions which they have, they should be supported by some evidence, of which, apparently, none has been brought to our notice."

In fairness to the Railway Companies I would ask that the true facts of this matter may now be given to the public.

I am, Sir,
Your obedient Servant,
G. COLE DEACON.
Secretary.

Railway Rates and Charges Committee,
35, Parliament Street,
Westminster, S.W.1.
4th November, 1930.

## RAILWAY SHAREHOLDERS AND RAILWAYS ADVERTISING.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—As one who welcomes every attempt to bring more beauty and good taste into advertising, I view with pleasure each new poster put on the hoardings by the British railway companies. But I often wonder whether such appeals as these artistic posters make really for increased traffic and, in consequence, for increased dividends. Now Sir Arthur Stanley, the Chairman of the British Red Cross Society, has crystallised my doubts.

"I am not much stirred," he said in his inaugural address the other day to the Institute of Transport, "by posters urging me to go to some place because it is so bracing, or even by pictures of incredibly pink maids immersed in impossibly blue seas; but I should be moved to the depth of my pocket by the suggestion that every pound I spent on a railway journey, however unnecessary, brought me nearer to my railway earthly millenium—a really substantial dividend."

There are, as Sir Arthur pointed out, nearly a million railway shareholders; yet never, to my knowledge, does the railway advertising manager appeal to them to support their own concern, for their own benefit. That, surely, should be the basis of a great part of railway advertising.

Yours truly,
CHARLES VIVIAN.

3, Hare Court, Temple, E.C.4.
31st October, 1930.

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## AGRICULTURAL TRACTOR TRIALS.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—Having read the editorial on pp. 12-13 on the World Agricultural Tractor Trials in Berkshire permit us to state that the following passage:—

"At Ardington, except for the fuel oil machines, there were no experiments, while implements were much more suitable" contained in the last paragraph of the article mentioned does not seem to make the position of Crude or Fuel Oil Tractors as clear as might be expected for this highly important class of machines.

By the way this statement is apparently in contradiction with the Official Report of the Trial Committee which on pages 38 and 39 records that of the two classes of fuel oil tractors the semi-Diesel class is well out of the experimental stage for a number of years and in regular production, whereas the full-Diesel engines generally are in the experimental stage, and most of them were making their first public appearance in the trials.

In the interest of your readers which we are sure you endeavour to provide with information as exact as possible on the very important events of the Oxford Trials we might suggest the advisability of elucidating this point more clearly in a later issue.

Yours faithfully,
HEINRICH LANZ, A. G.

Mannheim.
October 23rd, 1930.

Our special contributor answers this point as follows:—The Full Diesel tractor is admittedly still in the experimental stage. I should have stated, however, that as regards the Continent the semi-Diesel is out of the experimental stage and, as the official report of it says, is in regular production. As far as the British farmer is concerned, however, both types are still regarded as an experiment. I might have made it more clear however that the semi-Desiel is much further than the other out of the experimental stage which means to say that farmers who wish to buy it may venture to do so knowing that there is service behind it.

*An Official Report published in connection with the trials gives details of the performance of the various machines entered.—Editor.*

# Publications Received.

PRACTICAL TRANSPORT MANAGEMENT. By Andrew Hastie, M.Inst.T., (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 10s. 6d. net.). The author of this work is well-known in the realm of transport. He is Traffic Superintendent, Synthetic Ammonia and Nitrates, Ltd. (Imperial Chemical Industries, Ltd.), and has held the position of Traffic Manager, David Colville and Sons, Ltd., and Traffic Manager, Bolckow, Vaughan & Co., Ltd. Sir Josiah Stamp, K.B.E., D.Sc., President of the Executive, London, Midland and Scottish Railway, and immediate Past President of the Institute of Transport contributes the foreword in which he points out that this volume, dealing with the economy of goods transport arrangements generally, from the point of view of manufacturers and other traders, is welcomed and will be of interest not only to those concerned in obtaining transport for their own needs, but also to those concerned in supplying it.

This treatise deals with "Transport Management" as it affects the Industrial Transport Manager. Chapter I deals thoroughly with the many questions to be taken into account when considering the site and lay-out of a factory and the author then proceeds to explore the subjects of works organization; the commercial and shipping sides of a transport department; works transport management; control and working of wagons; general questions involved in industrial transport; shipping of goods; works transport and costs; transport maintenance, etc. The author considers that the airplane or airship as a commercial proposition in the transport of general cargo has yet to go a very long way. The main need in Great Britain at the moment he says seems to be the introduction of municipal or civil air stations in or adjacent to all large towns throughout the country. The main disabilities under which aircraft at present operates, namely, the small tonnage or carrying capacity, operating costs and unfavourable climatic conditions will, no doubt, be swept gradually away. In the last chapter entitled "Research in Transport" the author says "There is an endless field available for research within the purview of transportation . . . . let us hope that there will be no repression of effort from all who are interested in transport affairs, but rather a great revival in order to achieve the desired end." There are some excellent illustrations and a comprehensive index.

RAILWAY ACCOUNTS. THEIR STATUTORY FORM AND THE PRACTICE OF RAILWAY COMPANIES TO GIVE EFFECT THERETO. By C. H. Newton, F.A.A., Chief Accountant, London and North Eastern Railway. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 10s. 6d. net.) Railway finance looms large in the public eye at the present time and here is a work which although written primarily for students, and those directly concerned in railway accounting should prove of value to a wider circle, embracing those members of the public who must form undoubtedly a large body, who take an interest in the financial aspect of railway operation. The author has compiled an up-to-date exposition of the general principles upon which the statutory accounts prescribed for railways are constructed. The work opens with a brief historical review of railway accounts and the author deals adequately with a number of important matters concerning the financial and accounting aspect of railway operation dealt with in some of the eighty-six sections and nine schedules which comprise the Railways Act of 1921. Succeeding chapters deal with Capital accounts, Revenue receipts and expenditure of the whole undertakings; appropriation of net revenue; receipts and expenditure in respect of railway working; ancillary businesses; general balance sheet; capital and revenue expenditure; depreciation and renewal funds; indirect accounts; classification of expenditure on revenue account; standard revenue, Railways Act, 1921; General Principles of audit of railway accounts; and Separation of operating expenses between passenger and freight services. An excellent index is provided. This volume takes its place in the series of works forming Pitman's Transport Library and is one of the most comprehensive treatises in this invaluable collection of text books. BARTHOLOMEW'S HANDY REFERENCE ATLAS OF LONDON AND SUBURBS. (John Bartholomew & Son, Ltd., The Geographical Institute, Edinburgh. Price 6s. net.). The sixth edition, revised and enlarged, of this work is a good example of the excellent atlases and guides emanating from the house of these well-known cartographers. The maps are very clear and each plan is divided into half-mile squares. The general index to streets with their postal districts, public buildings, railway stations, etc., fills over 130 pages and is so cross referenced that any street may be found immediately on the map.

# Exide Motor Show Lunch.

THE Chloride Electrical Storage Co., Ltd., makers of the Exide Battery, held their annual lunch at the Clarendon Restaurant, Hammersmith, on October 16th, on the occasion of the opening of the 1930 Motor Show.

Mr. D. P. Dunne, Joint Managing Director of the Company, gave some very interesting instances of how the Exide Battery is regularly chosen whenever there is a great responsibility on the battery. Its record is unusual for any single commercial product. For instance, almost all recent polar expeditions have taken the Exide Battery with them.

Other instances of this reliance on the Exide Battery are provided by the many record flights of recent years. It accompanied Captain Barnard on his flight to the Cape, and also Wing-Commander Kingsford Smith on his flight across the Atlantic.

The makers of the Exide Battery have always attached the utmost importance to the service side of the business. Exide Service is the most complete battery service in the world. There are more than 13,000 Exide Service Stations in the world, and the owner of an Exide Battery can obtain efficient service from Greenland to New Zealand. 600 of these Exide Service Stations are in the British Isles, where any make of battery for any make of car can be repaired or replated, ready for use, in two hours—truly wonderful service.

At the conclusion of the Chairman's speech the assembled guests listened with great interest to a speech by Wing-Commander Kingsford Smith who was at that time nearing Australia on his great record flight. This item was rendered possible by the fact that Mr. Kingsford Smith had made a gramophone record of what he would have said had he been able to be present and needless to say he spoke in the highest terms of the Exide batteries, which he was using on his machine. The Publicity Department are to be congratulated upon having organised such a clever piece of publicity. As the guests left the luncheon room they were each of them presented with a souvenir copy of this record.

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# Round the Lancashire Associations.

**Joint Road Council.**

Differences having arisen between the two sides of the Lancashire and Cheshire Joint Road Council with respect to the rates of wages, the Minister of Labour appointed a board of arbitration consisting of Sir Harold Morris, K.C. (Chairman), Mr. J. Crombleholme, Employers' representative, and Mr. John Jagger, Workpeople's representative, to make a settlement. The parties concerned were the Transport and General Workers' Union on the one hand and the following employers' associations on the other:—Amalgamated Horse and Motor Owners' Association, Ltd.; Ashton, Stalybridge, Mossley and District Master Carriers' and Horse and Motor Owners' Association; Bolton and District Horse and Motor Carriers' Association; Burnley and District Road Transport Association; East Lancashire Road Transport Association; Conference of Manchester Carriers; Manchester Transport (Owners') Association, Ltd.; Stockport and District Team Owners' Association; Warrington Horse Owners' and Motor Owners' Association.

The workers' representatives maintained that no adjustment of wages could be made until both sides of the Joint Council had agreed. On the other hand the employers maintained that in view of the clauses of the Agreement, affecting wages, adjustments were automatic, being controlled by the Cost of Living Index Figures published in the Labour Gazette.

The points submitted for decision by the arbitrator were:—(a) The rate of wages which should have applied having regard to the cost of living figure of 54 points for June; (b) the date from which the decision reached on (a) shall operate; (c) the rate of wages which shall apply from the first pay day in November having regard to the cost of living figure of 57 points for September. As the members of the Board were unable to agree, Sir Harold Morris awarded as follows:—(a) "The rates of wages which should have applied having regard to the cost of living figure of 54 points for June are 'the Schedule rates,' reduced by 2/-; (b) the date from which the decision reached on (a) shall operate is the first pay day after the date of this Award; in those cases where the reduction of 2/- has already been made, there shall be no repayment; (c) the rates of wages which shall apply from the first pay day in November having regard to the cost of living figure of 57 points for September, shall be 'the Schedule rates.'"

In accordance with the foregoing decision the rates of pay to transport employees are as follows:—

| Grade of Worker. | Wage at Oct. 9th, 1930. | Wage on and after Nov. 6th, 1930. |
|---|---|---|
| One Horse Drivers ... ... ... | 49/- | 51/- |
| Two Horse Drivers ... ... ... | 54/- | 56/- |
| Stable or Garage Hands ... ... | 49/- | 51/- |
| Mechanical Vehicle Drivers— | | |
| Up to 1 ton, Youths ... ... (Not to load more than 15 cwts.) | 39/- | 41/- |
| Up to 1 ton, Adults ... ... ... | 49/- | 51/- |
| 1 ton and under 2 tons ... ... | 53/- | 55/- |
| 2 tons and over ... ... ... | 59/- | 61/- |
| Wagon Assistants and Loaders ... | 49/- | 51/- |
| Steam Wagon Drivers ... ... | 62/- | 64/- |
| Steam Wagon Second Man ... | 51/- | 53/- |

**Liverpool and District Conference.**

Since the Liverpool and District Road Transport Employers' Conference has terminated its agreement with the Liverpool and District Carters' and Motormen's Union, because of the refusal of the latter to permit the insertion in the working agreement of an optional clause, whereby motor men engaged in up-country work may be paid on the accumulative week system, there have been fresh moves. It is apparently the wish of the Union that the agreement should be continued. Consequently, fresh negotiations have been embarked upon and are still proceeding. Liverpool motor haulage contractors consider it imperative, owing to the intensity of competition, for the accumulative week system to be put into operation on Merseyside. They have offered the men one week's holiday annually with pay, if the 48 accumulative working week is adopted.

**Horse and Motor Owners' Association, Manchester.**

The several committees of the Amalgamated Horse and Motor Owners' Association, Manchester, and the S.E. Lancashire C.M.U.A., have held special meetings to consider draft regulations under the Road Traffic Act. As certain of these will impose considerable hardship on members, a number of amendments have been suggested.

**Manchester Transport Owners.**

It is now possible to briefly review the success which has been achieved by the Manchester Transport Owners' Association with its scheme, which was tried out this summer for the first time, to rationalise conditions in the motor coaching industry. One striking result was the better level of fares throughout the season, there being far less rate cutting than for several years. It was not until towards the back end, that rates began to reflect the scarcity of traffic. The movements of over 200 vehicles were governed by the scheme and on several occasions these were fully employed; in fact, it was necessary to import coaches from other districts.

**Liverpool Traffic Club.**

The Liverpool Traffic Club which exists for the promotion of traffic knowledge, has compiled an interesting syllabus for the 1930/31 season. The first meeting took place on Monday, 3rd November, when Mr. L. B. O. Heilbron gave an address on the Road Traffic Act which he interpreted from the standpoint of transporters. Mr. E. C. Marston, of M.R.S., Ltd., who is a specialist in the handling of big and outsize loads, is down to give an address on November 24th on "The Haulage of Heavy Traffic." At the January meeting, Mr. A. D. Sharpe, of the L.N.E.R., will speak on "Goods Transport—Advantages and Economies by Rail." Mr. G. Leedham, District Goods Manager, L.N.E.R., will preside. The Secretary of the Liverpool Traffic Club is Mr. J. C. Purcell, who will be glad to furnish particulars to interested persons as to the activities of the Club.

**Institute of Transport.**

Arrangements have been made for the annual dinner of the Manchester, Liverpool and District section of the Institute of Transport to take place at the Queen's Hotel, Manchester, on Friday, November 28th. The next ordinary meeting of the section will take the form of a visit to the C.W.S. head offices and tobacco factory, Manchester, on Wednesday, December 10th. Members will assemble at the C.W.S. offices, Balloon Street, Manchester, at 2.15 p.m. Members of the Institute will be entertained to tea after which Mr. Robert W. Royle, who is Traffic Manager of C.W.S., will give an address on "The Transport Interests of C.W.S."

# Eight Times Round the World.

SOME striking facts and figures are set out in an attractively designed booklet recently published by the Dunlop Company on the Road Transport Division of its organisation. The booklet describes the activities of the Division which exists solely for the purpose of enabling commercial vehicle users to get value for the money they spend on their tyres. In addition to giving full details of the service and showing how it helps transport companies, the booklet gives an insight into the basic work at Fort Dunlop, where a large staff is engaged in continually testing giant pneumatic tyres, both on the road and on specially constructed testing machines. There are twelve of these machines, each fitted with tyres running under known conditions, and capable of carrying loads up to 3 tons per tyre. Thirty-five thousand giant tyres miles are run on them weekly. Much constructive information is obtained from the result of these tests. The large test fleet is continually on the road, a 24-hour daily working being obtained by two shifts of drivers. As much as 8,200 miles have been covered by one vehicle in a single month. During 1929 the heavy vehicles accomplished practically 176,000 miles, approximately equal to 8 times round the world at the equator. Copies of the booklet can be obtained on application to Fort Dunlop.

**Special Rates to the Fair.**—The Lloyd Triestino Shipping Company has decided to reduce fares by 30 per cent. for all persons travelling via Trieste and Venice to England for the British Industries Fair.

**Motorists and Road Repairers.**—The Automobile Association asks motorists and other road users, when passing stretches of road undergoing reconstruction and repair, strictly to observe the warning notices usually displayed.

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# Bus Services at Cambridge.

*(Specially contributed.)*

THE University town of Cambridge is in line with many others of similar size and importance in being a prominent centre of passenger traffic for the county, and the wide spread network of services which radiate into the surrounding district is, in no small measure, due to the enterprise of the Ortona Motor Co., Ltd., whose headquarters are in the city.

The "Ortona" buses first commenced operating on the town routes twenty-four years ago, and were then owned by Mr. J. Walford, the concern being made into a limited company in March, 1908.

From a handful of buses, running purely local routes, the business has been extended until it now embraces nearly all Cambridgeshire and parts of Huntingdonshire, Bedfordshire, Norfolk, Suffolk and Essex, covering over 450 miles of route, for which between 70 and 80 buses are in commission.

The Company's services may be divided as follows:—those catering for the city itself, secondly those serving the outside districts, including cross country services not running into Cambridge (including special market routes), and thirdly, the long-distance services of which, at present, there are five.

Two of these latter mentioned services operated in conjunction with other concerns are as follows:—to Bedford, jointly with The Eastern National Omnibus Co., Ltd.; to Peterborough, jointly with The Peterborough Electric Traction Co., Ltd., whilst those to Ely and March, and during the summer months only, to King's Lynn and Hunstanton, and Clacton, via Colchester, are purely "Ortona" services.

A general bus terminus (for all except the local routes) is provided in Drummer Street, Cambridge, and from this point a number of other smaller concerns operate.

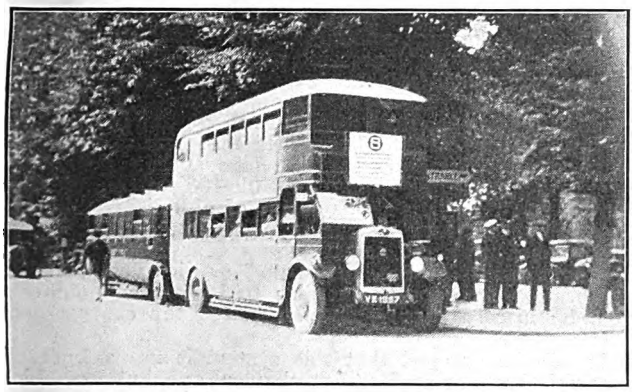
The Burwell and District Motor Service is one of these, this concern maintaining services from Cambridge to Fordham, and Great Wilbraham, on Mondays, Wednesdays, and Saturdays, and daily to Burwell, extra journeys being made on Wednesdays and Saturdays, and on Saturdays only Eversden is also served.

32-seater saloons are employed, including the "C.F." model Daimler.

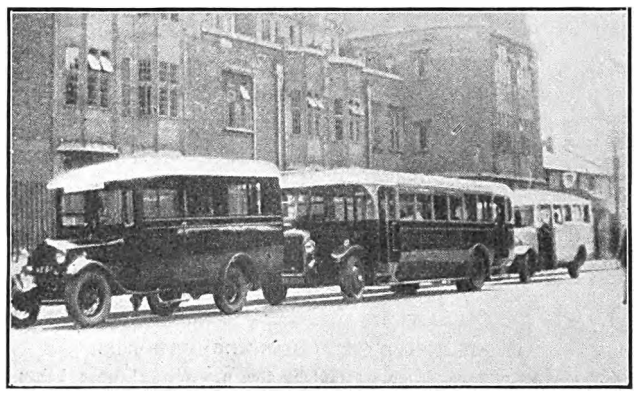
Thompson's buses, known as The Harston and District Motor Service, operate daily to Fowlmere, with market services to Barrington on Saturdays, and Royston on Wednesdays. Reo 26-seater buses are favoured.

A twice daily service to Hitchin is provided by Ashwell's buses, whilst St. Ives is served on Mondays, Wednesdays, Fridays and Saturdays by the "Fenstanton and District" service, which also runs to Dry Drayton on Wednesdays and Saturdays only.

Cambridge Blue Motors, who employ Thornycroft, 20-seater saloons serve Bedford every day except Thursdays. Cottenham is catered for by the "Reliance" service, whilst a number of smaller places are served on certain days only by about another half-dozen proprietors, whose vehicles include Reo, Ford and Graham 14 and 20-seater one-man operated buses.



"ORTONA" BUSES ON DRUMMER STREET STAND, CAMBRIDGE. (LEYLAND TITAN AND "S.O.S." SALOONS).



"C.F." TYPE DAIMLER OPERATED BY BURWELL AND DISTRICT MOTOR SERVICE (IN CENTRE) AND OTHER BUSES AT CAMBRIDGE.

Altogether there are sixty different routes, quite a number of these being special services worked on market days only, from such places as Ely, Haverhill, Newmarket and St. Ives. At Bedford, Haverhill, St. Ives and St. Neots, connections are made with the "Eastern National" services.

Housing accommodation for the greater part of the fleet is provided at a specially constructed spacious garage at Hills Road, Cambridge, where the head office and repair shops are also situated.

Sub-depots are also situated at Newmarket and Ely.

Although the majority of the vehicles employed are mounted on Leyland chassis, there are also a number of "S.O.S" 32-seater saloons. "Tigers" with single-deck saloon bodies, and "Titans" for the double-deckers, are the latest Leyland acquisitions. On the town services, open top double-deckers are also used.

The Westminster Coaching Services Ltd., operate a daily service to London, having been working this route since early in 1928. De-luxe saloon coaches on F-type Dennis chassis are in commission. Five journeys are made daily in each direction.

Another London Service which is routed alternately via Ware and Bishops Stortford, is that of Varsity Express Motors, Ltd., whose operations commenced in October, 1929. A total of nine journeys on week-days, and six on Sundays are worked. The through single fare is 5s. and period return 8s. 6d., with a day return for 7s., these rates applying to both companies.

The Birmingham-Yarmouth service belonging to Eastern Motorways passes through Cambridge daily at 10.0 a.m. towards Birmingham, and 4.0 p.m. to Yarmouth.

Easy Motor Coaches also operate the Northampton-Yarmouth route via Cambridge.

# Area Traffic Commissioners.

**Headquarters.**

THE Minister of Transport announces that the Headquarters Offices of the thirteen Traffic Areas specified in the Third Schedule to the Road Traffic Act, 1930, will be in the following towns:—

*Traffic Areas in England.*

| | | |
|---|---|---|
| 1. | Northern Traffic Area. | Newcastle-upon-Tyne. |
| 2. | Yorkshire Traffic Area. | Leeds. |
| 3. | North Western Traffic Area. | Manchester. |
| 4. | West Midland Traffic Area. | Birmingham. |
| 5. | East Midland Traffic Area. | Nottingham. |
| 6. | Eastern Traffic Area. | Cambridge. |
| 7. | South Wales Traffic Area. | Cardiff. |
| 8. | Western Traffic Area. | Bristol. |
| 9. | Southern Traffic Area. | Reading. |
| 10. | South Eastern Traffic Area. | London. |
| 11. | Metropolitan Traffic Area. | London. |

*Traffic Areas in Scotland.*

| | | |
|---|---|---|
| 1. | Northern Traffic Area. | Aberdeen. |
| 2. | Southern Traffic Area. | Edinburgh. |

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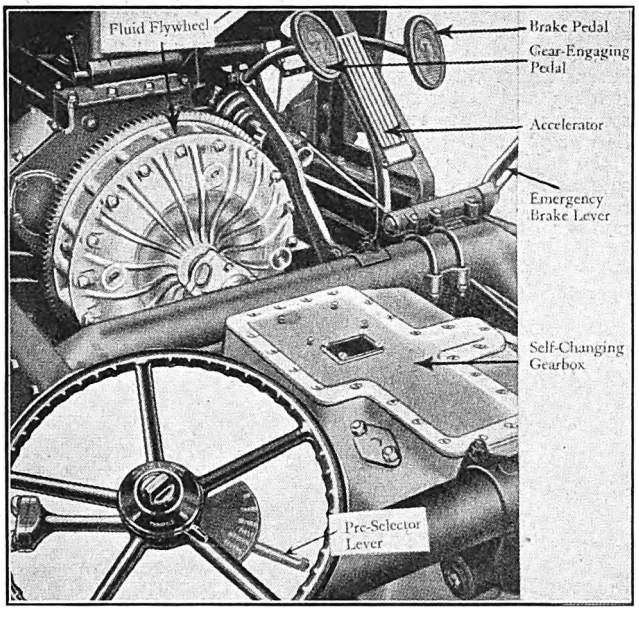
# A New Daimler Bus.

## Inaugural Demonstration of a Pioneer Model.

THE Daimler Co., Ltd., Coventry, have not lost time in extending the range of their recently developed fluid flywheel and preselective, self-changing epicyclic gear layout to the more arduous requirements of public service traffic. Already the first of a new set of 50-seater bus and coach chassis has been completed and is in course of being demonstrated. It was the good fortune of our representative to be able to accompany a group of pressmen on a trial of this bus through London traffic. The route was westwards from Pall Mall via Hyde Park corner along the Hammersmith route, returning via Holland Park




LAYOUT OF DAIMLER CHASSIS WITH "FLUID FLYWHEEL" AND PRE-SELECTIVE (SELF CHANGING) GEAR-BOX.

**There is no gear-lever or clutch, the pre-selected gear being engaged when required by depressing and releasing the gear engaging pedal. [Inset (in left lower corner) is the steering-wheel with engine control and pre-selective gear quadrant and lever.]**

and Marble Arch and Oxford Street to Pall Mall. The traffic conditions were those normal in the mid-day hours and proved a sufficient opportunity to gauge the smoothness of the starting, pick-up, and control of the new Daimler transmission.

We noted more particularly the absence of jerkiness and gear noise, and were impressed with the smoothness of the drive and controllability of the bus (a double decker) without fuss on its own part or worse still as regards the driving. In this respect, when the pre-selection gear-change, hand-controlled mechanism is grouped as in the car chassis on the steering post (a detail not carried out in the first of the new series of these passenger vehicles) a London bus driver will be saved most of the fatigue inseparable from handling a normal bus with the usual pedal and gear change lever. Beyond noting the accelerative effect in terms of smoothly increasing speed, there was no evidence of a "build up" such as is inseparable from a change up from gear to gear, while on top gear there was merely a slight rythmic hum indicative of a shockless drive. Deceleration, too, was pleasant and there was no evidence of "piling on" when the brakes were applied, followed by the usual click of the gear lever to engage a lower gear for the subsequent build up. Altogether the impression on one was that of a gearless drive, smooth and comfortable.

### The New Transmission.

The leading points of the new fluid flywheel and epicyclic gear are known to most readers so that the following brief *resumé* of the makers' claims for it will suffice. First it may be explained that the fluid flywheel is a simple hydro-dynamic device which replaces the ordinary clutch, has only two moving parts and is automatic in action. The drive is transmitted from the engine by means of the interchanges of energy in a rapidly moving fluid within the flywheel casing. Among the claims for it are the following:—The vehicle can be started and stopped at will with the drive engaged and the engine running; the engine can be used as a brake; over-run vibration is eliminated, and there is no gear noise when idling or on any gear, hence there is a saving of wear and fuel to be expected; any gear "pre-selected" by a small control lever on the steering column may be instantly and silently engaged merely by depressing and releasing a pedal; the epicyclic gear controls are self-adjusting and fool-proof.

Under normal running conditions there is but 2 per cent. of slip between the fluid flywheel rotors; this is equivalent to an efficiency of 98 per cent. in that part of the transmission. At starting and at low speeds the slip is greater—diminishing from a possible 100 per cent. at starting on full throttle. This factor of diminishing slip and increasing efficiency of the transmission combined with the pre-selective and self-changing gear control explains the smoothness of the "build up" or vice versa, making it possible even for the vehicle to be braked quickly to rest by merely passing down through the change gears into reverse.

It will be grasped that this system is not a hydraulic transmission, nor a wholly mechanical one, but a combination of the good features of both. Of course there are other points besides, peculiar to it and covered by patents. We understand that the fluid flywheel as a unit is lighter than the normal flywheel and clutch, and that the four speed and reverse gear box as a unit is about 50 lb. heavier than the normal sliding gear box with the same number of changes.

About a gallon of a mixture of commercial glycerine and other liquid is the content of the fluid flywheel casing. Any good grade lubricant suffices for the gear box, and the quantity and consumption of it are normal. Regarding the possibility of leakage or seeping of the liquid content of the fluid flywheel, it will suffice to re-assure enquirers by explaining that this is one of the provisions effected by the patented form and layout of the two rotors (i.e., (a) the external flywheel casing and (b) the internal driver or rotor) which together provide a hydro-dynamic transmission box between the engine and gear box.

# Manchester Coachowners' Proposal to Amalgamate.

ONE important development from the Manchester motor coach owners' co-ordination scheme, which was put into operation during the summer months by members of the Manchester Transport Owners' Association, is the proposed amalgamation of 17 firms into one company. This number is approximately 25 per cent. of the total coach-owner members of the Association. Other concerns are likely to attach themselves and to form a public company in the early part of next year. Even if this plan attains fruition, it will not modify in any way the arrangements made by the Motor Transport Owners' Association for regularising conditions as they affect the other outside owners. Mr. Howard Robinson informs us that the co-ordination scheme will be revived next spring, and will be improved upon in the light of experience which has been already gained. The fact that one large concern will take the place of many small ones should simplify matters.

The particular circumstance that has encouraged the putting forward of the proposal for the amalgamation of small coachowning concerns is the new Road Traffic Act which, as is well known, has far reaching effects. Mr. T. Quinn, of Central Motor Coach Services, Manchester, who has taken the lead in negotiating this merger, is strongly of the opinion that the Area Commissioners to be appointed under the Act would prefer to deal with amalgamations of coachowners and large concerns than with small undertakings. Every owner would have to satisfy the area commissioner of his ability to operate a desired service efficiently, both in point of finance and administration. It was desirable to form an organisation which would ensure the continuity of their businesses, even as part of a large concern.

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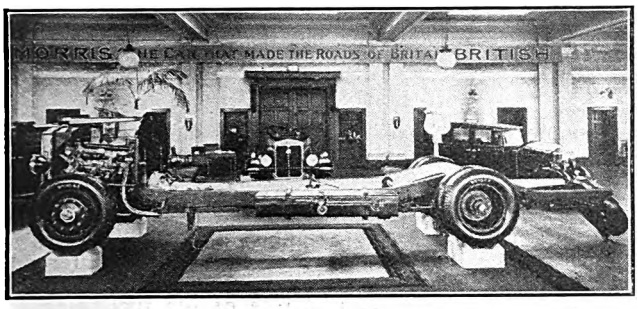
# Motor Coach and Bus Notes.

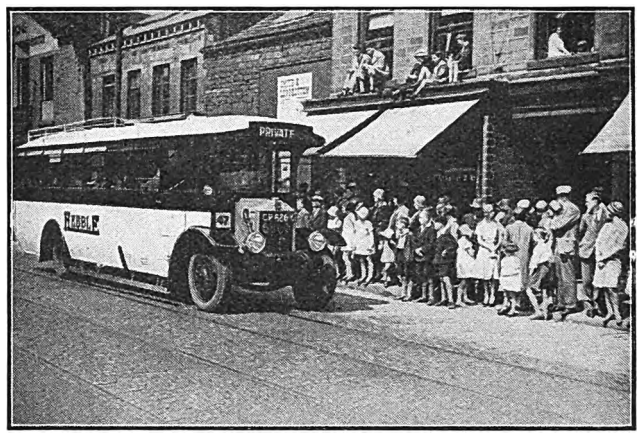
**Morris-Commercial "Dictator" Passenger Chassis.**—The Morris-Commercial "Dictator" normal control passenger chassis has a six-cylinder engine, developing 110 b.h.p.; "high camshaft" arrangement, combining accessibility, efficiency and simplicity to a great degree. The greatest care and attention has been paid to the accessibility and ease of removal of all parts of the vehicle. The rear axle casing is of the built-up type, with cast centre




MORRIS-COMMERCIAL "DICTATOR" PASSENGER CHASSIS. SOLE LONDON DISTRIBUTORS OF MORRIS CARS, STEWART & ARDERN, LTD., MORRIS HOUSE, THE VALE, ACTON, LONDON, W.3.

casing (carrying worm gear without using separate casing) with taper tubular extensions, of great strength and stiffness due to large diameter of tubes, and, owing to the scientific disposition of metal, light in weight. Grouped nipples for gun feed oiling are conveniently arranged to reduce lubrication time to a minimum. Silentbloc rubber-bushed shackle pins reduce number of points requiring lubrication, and graphite-bronze oil-absorbing bushes are used in all brake connections, requiring only occasional oiling. Special arrangements are provided on all exposed bearings to prevent ingress of mud and water. The springing, in conjunction with hydraulic shock absorbers front and rear, affords a high standard of riding comfort. The foot brake (servo assisted) operates on all four wheels. Hand brake (for parking or emergency use) operates on rear wheels. The brakes are actuated through very heavy tubular cross shafts which eliminate spring in connecting gear. Lighting sets of adequate capacity are available for coach or bus work. The dashboard instrument panel is detachable for inspection without disconnecting any wiring. All connections to panel are accessible and visible from front of panel. A special form of carrier for spare wheel is provided which can be withdrawn from the rear of the vehicle sufficiently to permit the removal of the wheel from the carrier in the easiest possible manner. When sliding the carrier in and out, the operator has only to bear one-third of the wheel weight. The price of the "Dictator" passenger chassis, including starter, 12-volt dynamo, 38 in. by 8¼ in. pneumatic tyres (singles front, twins rear), with spare wheel only, head, side and tail-lamps, gear driven air pump, domed front wings, full kit of tools, with normal control, £890; with forward control, £925. Alternative tyre equipment 34 in. by 7 in. or 38 in. by 7 in. (twins rear), without extra cost. Extra for 25 amp. dynamo in place of standard equipment on normal control chassis, £2.

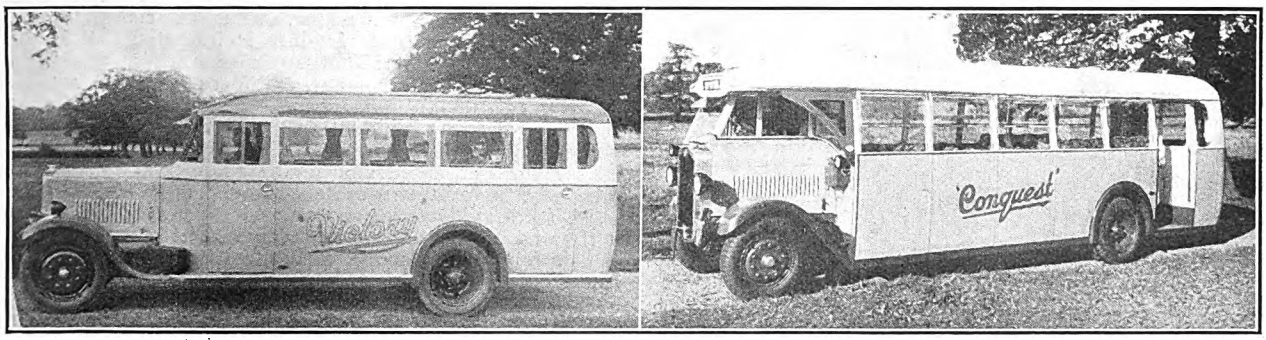
**An "Albion" Bus at Hospital Gala.**—The 30-60 h.p. "Albion" overtype bus which we illustrate is owned by Hebble Motor Services, Halifax, and was photographed whilst on special duty in connection with the Bingley Hospital Gala.




A 30/60 H.P. "ALBION" OVERTYPE BUS OWNED BY THE HEBBLE MOTOR SERVICES, HALIFAX.

**Motor Coach Stations, Ltd.**—We gave particulars in our October issue of the registration as a private company of Motor Coach Stations, Ltd. The details as to Directors, etc., given by us, while correct at the time of the registration of the Company, were, we are informed, subsequently altered by a special resolution passed at an extraordinary general meeting of the Company, held on October 6th. By virtue of this resolution Mr. Frederick Thomas Wood shall so long as he holds either by himself or his nominees 4,000 ordinary shares in the capital of the Company and Messrs. Patrick and John Hearn shall so long as they hold between them either by themselves or either of them or their respective nominees at least 4,000 shares in the capital of the Company or until they shall resign be Directors of the Company. Mr. F. T. Wood and Mr. John Hearn are Joint Managing Directors.

**Guy Motors, Limited,** Fallings Park, Wolverhampton, have produced a 20-seater six cylinder chassis for use either as a service bus or long distance coach. This new model, named the "Victory," made its debut at the Scottish Motor Show at Kelvin Hall. The chassis sells at £495. It is fitted with a very efficient six cylinder O.H.V. engine, Servo assisted four wheel brakes, 32 by 6 in. pneumatic tyres and 12 volt lighting and starting set. Other models which were exhibited at Glasgow were the "Invincible" four wheel double decker, "Conquest" four wheel single decker, and 40/50 cwt. open type lorry. The "Conquest" vehicle is interesting, inasmuch as it is fitted with a new type of body. In this body the span of the roof is reduced owing to the pillars above the waist rail sloping sharply inwards. This arrangement gives better upward vision for the passengers, reduces weight and cost, and gives a better clearance of trees, lamp posts, etc., when the bus is on the camber of the road. Particulars we have received giving brief specifications and prices of Guy 1931 models, show that in addition to the "Victory" and 40/50 cwt. there are a number of other entirely new vehicles, namely, the 3/4 tonner and the 8 and 12 tonners.




LEFT: GUY MOTORS 20-SEATER "VICTORY" CHASSIS. RIGHT: GUY "CONQUEST" 4-WHEEL SINGLE DECKER.

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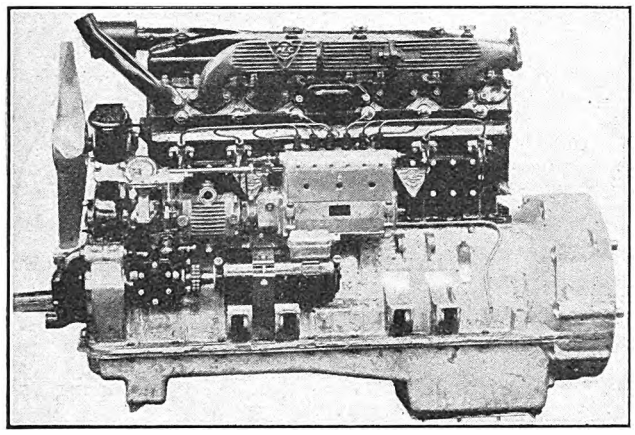
# A New A.E.C. Oil Engine.

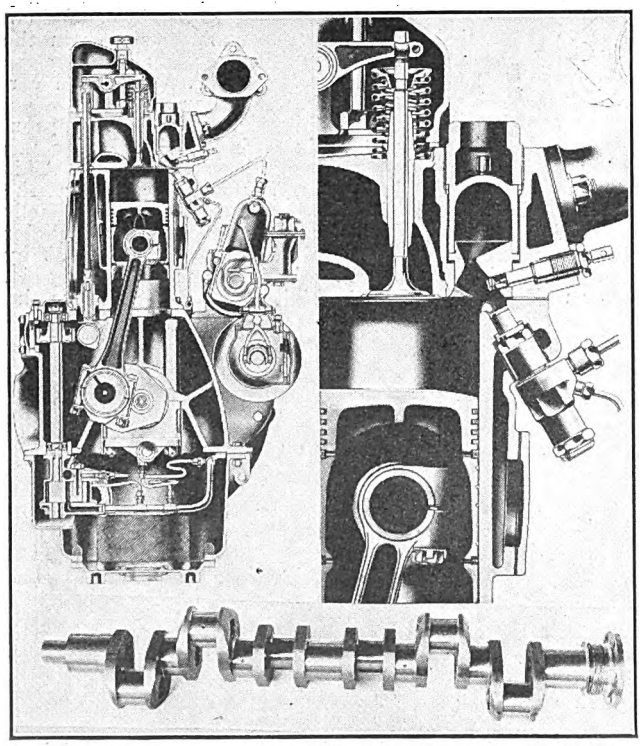
## A Standardised High Speed Diesel Type Product.

THE Associated Equipment Co., Ltd., of Southall Middlesex, have put into production as standard output after a prolonged trial in daily use since December, 1928, a six-cylinder Diesel type of vehicle engine.



NEARSIDE VIEW OF THE NEW A.E.C. (ACRO LICENCE) HIGH SPEED 95 H.P. SIX CYL. OIL ENGINE.

Samples of the new engine were recently made available for inspection in detail, and for trial as fitted to a standard two-deck bus. A short run over local bye-ways of a tortuous character and the Great West Road, provided a fair scope for demonstrating the smoothness and absence of thump (in spite of the somewhat high compression of 500-520 lb. per sq. inch), controllability and accelerative response of the new engine and, occasionally, too, it was possible to gauge something of its immense power. There were no exhaust fumes and no evidence of imperfect combustion or over-lubrication. The pick-up was as good as is found with best modern plate clutch, a fact the more notable because of the manifest big power range of the engine. This indeed was a factor which greatly impressed us both on its own and for the absence of thump and jerkiness which denote either lack of balance or lack of suppleness in the pick-up. With the introduction of this engine purchasers of A.E.C. chassis have an alternative selection of either a constant pressure, i.e., Diesel type of engine, or a constant volume engine of the four-cycle Otto type, i.e., the explosion type which until recently ruled supreme for road vehicles.



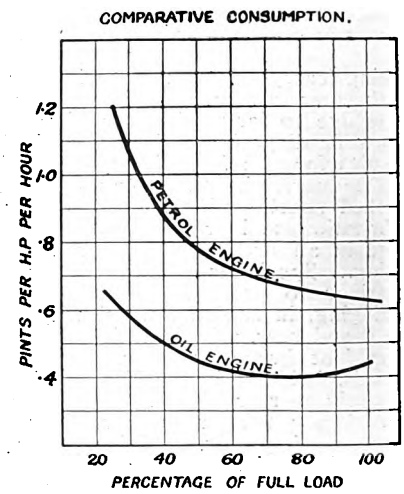
END ELEVATION SECTION VIEWS OF NEW 95 H.P. SIX CYL. A.E.C. HIGH SPEED OIL ENGINE BUILT UNDER ACRO LICENCE.
Featuring Bosch full injection modified pumps, and (on right) the special (Acro patent) combustion chamber. Below: the seven main journals hollow crank-shaft.

### LEADING DETAILS.

A summary of details more or less differentiating the newcomer may be suitably interposed here before passing on to explain such as need amplification.

The engine is built under the Bosch-Acro licence, which includes among its patented features a special venturi form and construction of combustion chamber, and a number of details which may be regarded as interconnected with it, e.g., compression ratio (15½-1), stroke-bore ratio, fuel-air ratio, and rate of the fuel injection per stroke.

The bore and stroke of the six cylinders are 110 mm. by 142 mm. (4.33 in. by 5.59 in.). They are cast in block of first grade iron and are bolted to a crank-case of special aluminium alloy. The cylinders' head is a separate casting in two sections in which are the overhead (inverted) valves for the air inlet and exhaust outlet. The valves are worked by an internal one-piece cam-shaft through push-rods and rockers, all the mechanism being enclosed and self-lubricated. The engine operates on the four-cycle system, i.e., the cycle is the normal one of suction, compression, ignition and exhausting, with, of course, the important difference that air only is inducted and is compressed to a rate of 520 lbs. per sq. inch at the normal working temperature of the cylinders which is sufficient to produce self-ignition (not explosion) of the oil-charge at the moment of induction. The resultant impulse is not accompanied by a rise of pressure such as characterises the detonated charge in the normal or explosion type of four and two-cycle engine.




COMPARATIVE FUEL CONSUMPTION IN PINTS PER H.P. PER HOUR. PETROL V. A.E.C. OIL ENGINE.

To facilitate starting from cold each cylinder is fitted with an electric pre-heating plug. These are placed in circuit for a short while with the battery which supplies current for the flywheel starting motor, and is charged by a lighting generator.

The crank-shaft is supported in seven hefty bearings (approx. 3⅜ in. dia.) between each throw. It has large journals but is hollow and, therefore, not unreasonably heavy. The connecting rods are of the usual I section form, with self-keyed, white metal big end bearings and inserted gudgeon bushes. The pistons are of Y metal (resembling aluminium).

The engine has a speed range from 300 to 3,000 r.p.m. and has the somewhat unusual feature of being self-governed for a minimum speed and not for the maximum. The makers claim that this engine can run at 1,000 r.p.m., a higher speed than any other of its type at present in production. And, in this connection, it may be noted that the power-weight ratio also is remarkable, being but 14 lb. per b.h.p. at 95 h.p. including the flywheel and the necessary accessories. The gross weight is, therefore, 1,330 lb. which is about the same as that of a normal

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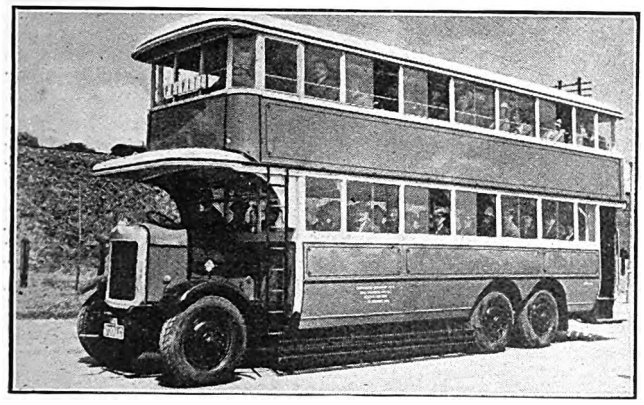
petrol engine of corresponding size. This is a notable achievement and the more so when one has seen the robustness of the layout and details as recently displayed for visitors' examination.

There is a novelty which will be dealt with later, but will be noted here among the details. It is a small, continuously running (Reavell) exhauster, which will be recognised in the near-side view of the engine by its horizontally-ribbed casing. In this same picture will be seen bracketed in tandem with the exhauster the Bosch six-fold fuel injection pumps and the corresponding pipe-leads to the injection-nozzles in each cylinder. The details of the fuel injection system are very clearly shown in the composite and elevation section view through the cylinders. An important detail may be explained here in reference to this composite view. It concerns the already referred to Acro patented feature.

### THE ACRO PATENT COMBUSTION CHAMBER.

Students of constant pressure (Diesel) layouts know that they are in two main categories: (a) the plain or normal with some modification in shape of piston top or combustion chamber from the petrol motors, and (b) some less normal type embodying (largely to promote turbulence) an anti-chamber or bottle neck cavity in the region of the combustion area. The Acro layout differs from both these forms. The combustion chamber's capacity is divided into two approximately equal volumes, separated by a narrow throat-shaped passage. This chamber is termed the "air cell" and is situated to one side of the cylinder, which communicates directly with the lower portion of the combustion chamber. The fuel pumps assembly is driven at half crank-shaft speed. The



104 SEATER SIX WHEELED DOUBLE DECK BUS WITH NEW A.E.C. (ACRO LICENCE) HIGH SPEED 95 H.P. SIX CYL. OIL ENGINE.

Bosch normal layout for advance and retard of the fuel injection moment is modified by the A.E.C. makers to suit the much higher speed range of this engine. The fuel pumps are kept supplied from a large tank by an A.C. (diaphragm) pulsator-pump operating at about 3 lb. per sq. inch pressure, which is driven in step with the Bosch oil pumps assembly. The fuel is sprayed into the lower part of the combustion chamber and is aimed directly towards the opening between the two parts. The maximum pressure after ignition is attained in this engine when the piston is about 10 degs. past the dead-centre. As the piston moves downwards the pressure falls, allowing the air contained within the air cell to pass out into the main combustion chamber, maintaining the turbulence and bringing a fresh supply of oxygen to the burning mass within the main combustion chamber, thereby ensuring a complete and clean combustion.

### FUEL, MILEAGE, LOAD ECONOMY.

The fuel consumption is much less than for a petrol engine under similar conditions of load and road. This is shown graphically by the comparative consumption curves in the accompanying Fig. Expressed in actual consumption rates, using a standard fuel-oil costing 4d. to 5d. per gallon in bulk lots, this engine in a full-loaded "Majestic" chassis had a mileage per gallon ranging from 8.25 (Winchester via Guildford) to 12.1 (Bagshot-London), the mean rate being 10.2 m.p.g. (London-Oxford), on the out and home run across London via Ealing to N. Woolwich the rate was 9.1 m.p.g. The corresponding figures for a petrol engined similar vehicle are taken at from 5 to 6 m.p.g. This in effect is the data as plotted in the comparative consumption graph referred to.

Referring to the near side view of the engine, and the section and elevation view, the latter shows the layout of the pressure lubricating pump and circulation (return) system and sump. The pump is of the rotary gear-tooth type and is driven by a skew gearing off the cam-shaft and supplies oil direct to all the chief parts and to the overhead valve-rockers assembly through holes in the respective shafts. The cam-shaft and fan, together with the accessories already mentioned, are driven by a triplex roller-chain which is provided with a self-tensioning member. The length of this chain, supplemented by the simple means for keeping it self-taut, it is stated, has been found to combine good wear and shock-resisting qualities in connection with the auxiliary drives. The water-circulating pump and current generator will be noted bracketed in tandem below the oil pumps and exhauster on the near side of the engine. The starting motor is correspondingly bracketed on the off-side of the casing.

### THE VACUUM EXHAUSTER.

Reverting to the before mentioned exhauster, which is the novelty among the auxiliaries of this engine, the following description of it (slightly condensed) and its function, is by the A.E.C. Co. Its function is to provide the vacuum necessary to operate the vacuum servo brakes with which all new A.E.C. chassis are fitted. With a petrol engine the necessary vacuum is instantly available through the induction pipe the moment the accelerator pedal is released. With an oil engine, however, the control is entirely on the fuel supply, the air drawn into the engine remaining constant at all times. No throttle is therefore required, and there is never at any time a vacuum in the inlet manifold. The exhauster, therefore, is fitted to supply this deficiency.

In form it is a small rotary vane pump and, being driven positively by the engine, is running all the time the engine is turning over. The suction side is connected to a vacuum tank mounted inside the frame, and the vacuum pipe from the servo is connected directly to the vacuum tank instead of to the inlet manifold as it is with a petrol engine. The discharge from the pump, i.e., the air passed through the brake cylinder, is passed into the crank-case through the base of the exhauster, the exhauster being lubricated by splash through the discharge opening. A relief valve it fitted to limit the vacuum to 20/22 in. of mercury and avoid overheating, which would result if too high a vacuum was reached. To avoid losing the vacuum when the engine drops to idling speeds, a non-return valve is provided. This and the relief valve are incorporated as a single unit directly on the exhauster.

The engine is controlled solely by means of the advance and retard of the fuel pumps. This is a hand control and combines the similar function of the ignition and throttle valve (hand or foot) control on a petrol motor. Judging from the recent trial run, the result is satisfactory all round.

## Skidding Research.

IN conjunction with the Ministry of Transport, the National Physical Laboratory has recently been carrying out researches into the question of rubber-tyred vehicles on roads, and the results of some of these researches are given in two Papers which are to be read before various Centres of the Institution of Automobile Engineers, i.e., "Some Experiments on the Factors Affecting the Motion of a Four-Wheeled Vehicle when some of its Wheels are Locked" by J. Bradley and S. A. Wood, and "Factors Affecting the Behaviour of Rubber Tyred Wheels on Road Surfaces" by J. Bradley and R. F. Allen. These Papers will be read at a meeting to be held at Glasgow on Monday, 24th November, at The Institution of Engineers and Shipbuilders, Elmbank Crescent, at 7.30 p.m., and at a meeting in London on Tuesday, 2nd December at The Royal Society of Arts, John Street, Adelphi, at 7.45 p.m. A further Paper of interest to be read before the I.A.E. is that of Mr. A. H. Girling entitled "A New Automobile Braking System." Mr. Girling will read his Paper at a meeting of the North-Eastern Centre, to be held at the Metropole Hotel, Leeds, on Wednesday, 19th November, at 7.15 p.m. Cards of invitation to admit visitors to any of these meetings may be obtained on application to the Secretary, The Institution of Automobile Engineers, Watergate House, Adelphi, London, W.C.2.

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# Third Party Insurance.

THE Minister of Transport makes the following announcement:—

The Part of the Road Traffic Act, 1930, relating to the provision to be made against third party risks arising out of the use of motor vehicles will come into force on the 1st January, next, and as from that date it will be an offence for any person to drive a motor vehicle on a road unless he is covered against the third party risks specified in the Act.

In the case of the ordinary motorist this cover will usually take the form of a policy of insurance. As evidence of compliance with the Act the motorist when driving will need to have in his possession a certificate of insurance which will be supplied by the insurers and which must be produced to a police constable on demand or in the event of an accident involving a third party either to a police constable or to any person who has reasonable grounds for requiring to see it.

Evidence of compliance with this Part of the Act will have to be produced when a Road Fund licence is applied for, so that motorists when applying either to a licensing authority or to a Post Office for their Road Fund licences for 1931 will at the same time have to produce their certificate of insurance.

The Minister is informed that the insurance companies and underwriters have in hand the preparation of the necessary certificates in connection with all insured vehicles and that these certificates will be forwarded to policy holders without application as soon as possible before the close of the year.

In all cases where the existing policy does not give all the cover required by the Act by reason of a limitation of liability in respect of injury to third parties the necessary additional cover will have to be arranged for.

It will be of assistance to insurance companies and underwriters if, for the present, policy holders will refrain from approaching them in respect of specific insurance policies.

In the case of employed drivers the necessary cover will normally be obtained by the employer, as the Act provides that no person may cause or permit another to drive unless when so driving he has the necessary cover against third party risks.

The Act provides alternatives to insurance in the case of persons or organisations who have substantial financial resources and are in a position either to deposit £15,000 with the Accountant General of the Supreme Court or to obtain a "security" given by a company or body of persons authorised to do so by the Act guaranteeing to meet any default in the satisfaction of third party claims. Appropriate certificates are provided for in the Act and in the Draft Regulations made thereunder in these cases, and also in the case of the local and police authorities who are not required by the Act to be covered against third party risks.

The Minister of Transport has published notice of his intention to make regulations under Part II of the Act and copies of the draft regulations can be obtained by any public or representative body on application to the Roads Department of the Ministry of Transport.

This Part of the Act does not apply to invalid carriages or to tramcars.

# Traffic Commissioners' Duties.

IN the House of Commons, **Viscount Elmley** asked the Minister of Transport if he would summarise the duties of the traffic commissioners to be appointed under the Road Traffic Act, 1930? **Mr. Herbert Morrison** (Minister of Transport) said that the main duties to be performed by the Area Traffic Commissioners, otherwise than in the Metropolitan Traffic Area, might be summarised as follows:—

(1) The granting of public service vehicle licences and the inspection of such vehicles from the point of view of fitness and suitability.

(2) The granting and backing of road service licences and the attaching of conditions thereto for the control and co-ordination of passenger services by road.

(3) The granting of licences to drive or to act as conductor of a public service vehicle.

(4) The granting of consents to local authorities to operate public service vehicles on routes outside their areas under Part V of the Act.

(5) Advising the Minister on Orders made by local authorities under Section 90 of the Act in respect of the routes, stopping places, parking places, and stands for public service vehicles.

(6) All matters incidental to the above such as:—

(a) The holding of public sittings for the hearing of applications for, and objections to, the grant or backing of road service licences and for other purposes.
(b) The collection of fees.
(c) The keeping of accounts and records.
(d) The presentation of an annual report, etc.

# 50 Years with One Firm.

MESSRS. PICKFORDS, LTD., held a Dinner on Thursday night, 23rd October, at The Grove Hotel, Nottingham, in honour of their late foreman Mr. Fred Knight, who retired in July last, having served the firm for 50 years. The gathering comprised the local staff and representatives from other Branches of the firm, and many local business friends.

Mr. W. H. Tanner, the Local Manager, occupied the Chair, and presented a Wireless Set and Loud Speaker to Mr. G. Knight (son of Mr. F. Knight), who acted on behalf of his father who unfortunately was indisposed and was unable to be present, much to the great regret of all. The Chairman in his remarks paid a splendid tribute to Mr. Knight and said it was a great achievement to have worked for the firm for 50 years. During that time he had been a splendid servant and it was a great tribute to him that there were such a large number of business friends present, including Mr. A. E. Knill, and Mr. L. Alderman, who had been Managers of the Local Office during the years that Mr. Knight had been foreman.

Mr. G. Knight who accepted the Presentation thanked the Company, and said that no words of his could express his appreciation. He regretted that his father was unable to be present, but would convey to him all the good wishes that had been expressed.

Mr. F. Knight (brother of Mr. Fred Knight), foreman of the Sheffield Depot, expressed the hope that he would complete a further 11 years of service with Pickfords Ltd., and he and his brother Fred would between them have completed 100 years service for the firm.

Mr. W. Donaldson Wright, Transport Manager, Chamber of Commerce, proposed the Toast to the Firm of Pickfords Ltd., and commented upon the great changes which had been made in the Transport World since Pickfords first started with Pack Horses 300 years ago, and it was a wonderful boast that the firm could go back such a long time.

Mr. A. E. Knill, of London, replied on behalf of the firm, and said it was a great pleasure for him to be present, and he paid a warm tribute to Mr. Knight and said that the spirit to help one another was one of the things which had helped the firm in the past, and that was particularly noticeable whilst he was Manager at Nottingham.

The Toast to the Visitors was proposed by Mr. A. L. Pickbourne, chief clerk at Nottingham Office, and mention was made of the large number of business friends present, and this was a great tribute and appreciation of Mr. Knight's services whilst foreman.

Mr. L. Alderman, Manager of Liverpool branch, replied, and said it was a great pleasure for him personally to be at the gathering, and he paid a warm tribute to Mr. Knight.

Mr. A. S. Marshall, foreman of Nottingham branch suitably thanked Mr. W. H. Tanner for occupying the Chair. The proceedings were interspersed with Musical items.

**The Motor and Cycle Trades Benevolent Fund.**—The Appeal recently made on behalf of the Motor and Cycle Trades Benevolent Fund by the President, Mr. Boultbee Brooks, has resulted in the receipt by the Honorary Treasurer of £6,348 3s. 6d. The Appeal remains open until the 31st December, and donations addressed either to Mr. Boultbee Brooks, c/o Messrs. J. B. Brooks & Co., Ltd., Criterion Works, Gt. Charles Street, Birmingham, or Mr. A. J. Wilson, the Honorary Treasurer, at 42 Bedford Row, London, W.C.1, will be very gratefully accepted.

**Road Traffic Act.**—A comprehensive summary of the Road Traffic Act has been issued by The Transport and General Workers' Union. In a foreword Mr. Archie Henderson, the National Secretary, Road Transport Group (Commercial) says: "The new Road Traffic Act is of great importance to all men earning their living as motor drivers. . . . . We have tried in this little booklet to give you in a brief form particulars of the Act that concern you as a driver of a goods vehicle." The attempt appears to us to have been very successful.

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# Unification of Custom House Formalities.

(*Continued from page* 601, *Volume XXVI, September,* 1930, *issue.*)

IN our September issue we published part of the paper on the Unification of Custom House Formalities read at the third Biennial Session of the International Federation of Forwarding Organisations, held at Antwerp in June last, by **MR. PAUL DUMONT,** Vice-President of the International Federation of Forwarding Agents and Managing Director of the "Schweizerischer Spediteurenverband" at Berne.

Dealing with the question of way-bills, Mr. Dumont said that nearly everywhere other documents for consignments liable to duty were demanded, and in other instances documents were examined more or less strictly. For instance, various complaints were received from Poland with regard to Customs clearance and a grievance was that in that country there was not a preliminary customs examination, and the result was that those drawing the bills of entry were often committed for trial on the charge of committing offences against the customs regulations. To send back the goods which were warehoused for a fortnight, a permit from the competent customs authority must be applied for by means of a stamped petition, and to obtain that permission was occasioning loss of time, and if one consignment had to be classified into several tariff categories of different kinds stamped petitions had to be presented to the customs house, and this tended to cause complications and difficulties with regard to international traffic. Of course it was desirable in the interests of smooth international commerce that Poland should introduce a preliminary customs examination.

In Bulgaria the practice existed of inflicting heavy penalties for contravention of customs regulations if a single parcel of imported goods was missing. Instead of demanding duties only upon bales actually imported one was, as it were, punished for the fact that a single packet had been lost or perhaps stolen. They knew that the same system prevailed also over the whole of South America, and there also duties were paid according to the consular invoice without further ceremony.

The removal trade with various States, for instance with Jugo-Slavia, Roumania and Poland, was hampered by the fact that on the importation of pantechnicons into those countries enormous securities had to be deposited which were recovered only after the lapse of a long time and with the greatest difficulty. They all knew that there were absolutely no difficulties on that point throughout Central Europe and in the Western States, apart from the fact that as a rule foreign pantechnicons were not permitted to be employed on transport work at home, and that the duration of the stay of pantechnicons abroad was variously limited.

Extremely hard and hindering had proved to be the question as to upon which weight duties for goods were to be assessed, i.e., upon the gross or net weight, and in many States the greatest variation existed. For example, the gross weight, i.e., the weight of merchandise in condition packed, was taken as the dutiable weight in Jugo-Slavia and was charged at the minimum duty of 10 Dinars per 100 kg. and less; in Hungary at a minimum duty of 15 Gold Krones per 100 kg. and less; in Poland at a minimum duty of 10 Zlotys per 100 kg. and less; in Czecho-Slovakia at a minimum duty of 7.50 Korunes per 100 kg. and less, and in Italy at a minimum duty of 30 Lire per 100 kg. and less.

In Switzerland the payment of duties was upon the basis of the gross weight: in Austria, Poland, Czecho-Slovakia, Italy and Jugo-Slavia it was the net weight. Belgium, France and Italy discriminated between the legal and actual net weight. Moreover, France had introduced the payment of duties upon the basis of half gross and half net weight. Also, for clearance, the weight of the merchandise without wrapping or packing must be taken into consideration; for instance, as to freight in Jugo-Slavia no kind of packing was necessary.

It was obvious that these many variations in regard to dutiable weight rendered the handling of traffic extremely difficult and exposed contractors to hindrances of various kinds, and uniform principles in this respect would give the greatest relief and simplify the international exchange of commodities.

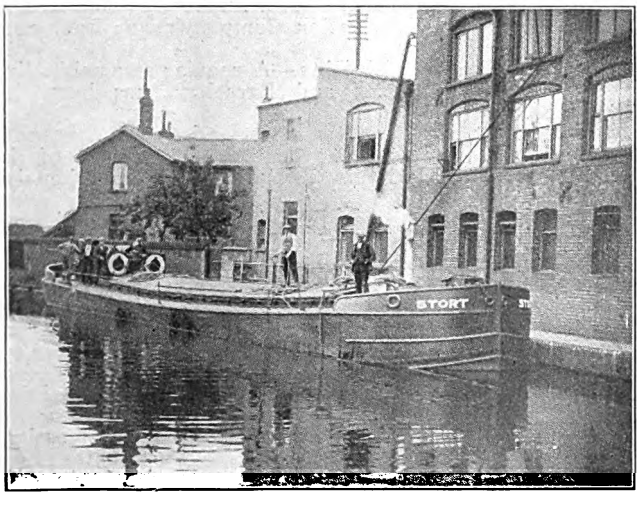
He had only pointed out some of the more striking cases in order to demonstrate by concrete examples some of the causes of the difficulties that arose in regard to clearance regulations. Of course the examples he had given could be considerably multiplied, but it was not necessary.

What view should they adopt in face of the present situation, and what could they do to improve the position?

They knew it was said that the forwarding trade prospered the greater were the difficulties with regard to clearance and other formalities under which international traffic was carried on. That point of view was, in his opinion, entirely wrong. It would be quite evident to each expert that every hindrance to commerce must reduce the amount of freight intended for abroad, and must slow down circulation and therefore damage the whole trade. Hence they were really greatly interested in the question of the re-organisation of those conditions and were competent to engage in active co-operation to that end. But it was not so easy nor so simple to bring about an improvement as some at times appeared to take for granted.

Most of the difficulties he had mentioned were the result of the greatly differing customs systems involved in the customs laws of the various countries, and this legislation was determined by economic, fiscal and political considerations which varied of course in country and country. Customs regulations were framed according to the customs system of the country and in his opinion unification was impossible, as they could see diametrically opposed points of view. For instance, in the customs regulations of Germany there was no rule regarding compulsory declaration and one made the "entry" after examination by the appraisers, whereas in France, Italy and Switzerland declaration was compulsory and these complications could only be obviated by alteration of the customs legislation in the various countries and they all knew how difficult it was to obtain material alteration of legislation, so that success in this regard would, he thought, not come up to their expectations.

Desirable as would be the removal of the difficulties he had mentioned, they must face the present position, but he believed that in the course of time a change for the better certainly would take place, and he felt that the International Federation of Forwarding Organisations must help in achieving that happy result. At present he believed that they could not do more than keep their eyes upon the question and bring to notice any specially striking absurdities, and draw the attention of the International Chamber of Commerce to the great importance of the question and assure the Chamber of the great readiness of the International Federation to assist the Chamber by active co-operation. By so doing they would be working not only in the interests of the shipping and forwarding industry but in the interests of international commerce as a whole.




## Motor Barge "Stort."

OUR illustration shows the Motor Barge "Stort," owned by the Trent Navigation Company, whose Head Offices are at Wilford Street, Nottingham. This motor barge was built for the company by J. S. Watson, Ltd., of Gainsborough, and is equipped with a 90 B.H.P. Two-Cylinder "Widdop" Crude Oil Semi-Diesel Engine. The vessel is built of steel, and is of the following dimensions: 82 feet 6 inches by 14 feet 6 inches extreme by 5 feet 8 inches deep, with cargo capacity of 100 tons on a draft of about 5 feet 6 inches. The "Stort" is designed for working between the Humber Ports and Nottingham, and will tow two fully laden barges, each with a cargo of approximately 100 tons.

The photograph was taken by *The Nottingham Guardian.*

*REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.*

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# News from the Ports.

**Lisbon Port Improvement.**—The construction of the third section of the port of Lisbon, viz., the quays to be built between Santa Apolonia and Poco Do Bispo, has been granted to an Italian firm, the Societa Anonima Del Lavoro Del Porto De Genova, says Reuter's Lisbon correspondent. The work is to be finished within a period of four years, and will make Lisbon one of the largest ports in Europe.

**Liverpool Shipping and Forwarding Agents' Association.**—At the last meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, Mr. S. L. Jude submitted the annual report and balance sheet. These will be presented to members at the 29th annual meeting of the Association, which will be held at Exchange Station Hotel, Liverpool, on November 19th, at 2.30 p.m. A sub-committee has been formed to make arrangements for the annual dinner of the Association. This will take place as usual at the Midland Adelphi Hotel, Liverpool, either on January 17th or January 31st, 1931. Messrs. Armfield, Owen and Co., Ltd., 14, Water Street, Liverpool, and the Bishop's Wharf Carrying Co., Chapel Chambers N., Liverpool, were admitted to membership.

**New Orleans Freights.**—A reduction has been made by the Gulf Shipping Conference, New Orleans, in the freight rates on hardwoods to Liverpool. The new rates dispose of the disadvantage under which Liverpool laboured, through lower rates being quoted to continental ports. As regards the canned goods and dry fruits traffic from the Pacific ports to Liverpool, the negotiations with the object of securing lower freights to Liverpool have failed owing to the inability of the shipping companies to agree upon the rates for deliveries via the Bridgewater Canal system. One company held out for 10 per cent. additional rate and the other for 12½ per cent. It was impossible to bridge the difference. Consequently the old rates obtain.

**New Consul.**—Mons. Khalil Nicholas has been appointed Egyptian Consul in Manchester. His office is in Ship Canal House, King Street, Manchester.

**Good News.**—There is some elation on Merseyside at the success of Messrs. Harland and Wolff, Ltd., Bootle, in securing the contract for the alterations to the S.S. "Lapland," because it was obtained in open competition against the leading Continental firms. The work will involve the employment of over 1,000 men for three months, and it is a matter for congratulation.

**Manchester Traffic Return.**—Another decline is advised in the monthly traffic return of the Manchester Ship Canal Company. In September, the receipts were approximately £90,486, or £15,621 less than in the corresponding month of last year. In the nine months to the end of September the receipts were approximately £982,891, a decline of £96,917 compared with last year. It must be remembered, however, that in the corresponding months of the last two years the derating scheme was not in operation, and, consequently, the company's charges had not been reduced in order to give the users of the canal the full advantage of saving in rates which on most of the undertakings was 75 per cent.

**Extended Steamship Service.**—The Tyne-Tees Steam Shipping Company, Ltd., is developing its services. The directors have decided to run a new fortnightly service between Newcastle and Dordrecht, the recently enlarged portion of which was opened recently by the Queen of Holland. The Company is also contemplating opening a new service between Newcastle and Danzig. The latter is a free port under the Treaty of Versailles, and has been an important outlet for Polish coal.

**Sunderland Port.**—Capt. V. Forth has been appointed Assistant Harbour Superintendent and Dockmaster at Sunderland, to fill the vacancy caused by the promotion of Capt. W. Anderson to be Harbour Superintendent and Dockmaster.

**New Steamer for Transport Services in the Western Highlands and Islands of Scotland.**—The Secretary to the Ministry of Transport announces that under the terms of a contract dated the 16th day of November, 1928, between His Majesty's Government and Messrs. David MacBrayne (1928), Limited, for the maintenance of certain transport services in the Western Highlands and Islands of Scotland, the Minister of Transport has recently approved the plans and specifications for the fourth vessel to be built under the contract. The contract for this boat was let on the 14th of October to Messrs. William Denny and Bros., Ltd., of Dumbarton.

**The New American Liners.**—Mr. E. Grant McMicken, Vice-President in charge of Traffic of the United States Lines, who left for America recently following a six weeks' survey of the European organisation of the company, questioned concerning the two new first class 30,000 ton liners being constructed for the United States Lines at the plant of the New York Shipbuilding Company at Camden, New Jersey, stated that the work is progressing rapidly. Discussing the prospects of next year's tourist season, Mr. McMicken stated that rapidly improving business conditions warranted a most optimistic view being taken. The greatly increased interest taken by European countries in attracting the American tourist were undoubtedly having an admirable effect—particularly so in the case of Great Britain.

**Launch of the "Appalachee."**—Stated to be one of the safest and most economical tankers built, the motorship "Appalachee," sister ship of the recently launched "Cheyenne," was launched at Palmers Yard, Jarrow-on-Tyne, last month, for the proprietors of Pratts spirit. Replying at luncheon to the toast of the Anglo-American Oil Co., Ltd., proposed by Mr. A. B. Gowan, managing director of Palmers Shipbuilding Co., Ltd., Mr. Wilkie Frye said that the Anglo-American Oil Co. completed this year the 42nd year of their existence. It was the first oil company to distribute petroleum in this country on a large scale. They were fortunate that their business was a constantly growing trade which enabled them to expand their fleet and to scrap smaller and less efficient vessels and build larger ships. Mr. A. Maclean, director of the Anglo-American Oil Co., said that the total production of petroleum in 1894 was about 12,000,000 tons, whereas the production in 1929 was in the region of 200,000,000 tons.

**Southampton Docks.**—Important passenger and cargo services were inaugurated at Southampton during October by the British India Steam Navigation Company and the Anchor-Brocklebank Line. The call of the first named Company's M.S. "Dumana" at the Docks to embark passengers for India marked the initial step towards the establishment of Southampton as the Company's British port for passenger embarkation purposes. The "Dumana" was followed later by the "Domala," and it is anticipated that the service will give a three-weekly passenger and freight connection with Bombay and Karachi. The growth of the tobacco trade at the Port was mainly responsible for the second new service, by Anchor-Brocklebank steamers, from Norfolk, Virginia, this Company's ships calling here at fortnightly intervals to discharge large quantities of tobacco, etc. Throughout the past few years an increasing number of the Union-Castle Mail S.S. Company's steamers engaged on the intermediate South African service have been seen at Southampton and now the Company announce that, commencing in December, all their intermediate boats will call here on the homeward voyage to land passengers and discharge cargo. This will represent a substantial addition to the Port's trade with South Africa for very large quantities of wool, hides and skins, fruit, etc., are carried on these steamers. The recent appearance at the Docks of the "Rawalpindi," and other ships of this class averaging 16,000 tons each, in place of the older and smaller vessels previously operating from here, is evidence of still further development in the P. & O. Steam Navigation Company's Far East connection from this port.

**New Yugoslav-Spanish Line.**—A regular steamship line between Yugoslav ports and Barcelona has been inaugurated.

**Development of Motor Transport and Aerial Transport at Irish Free State Harbour Centres.**—The report of the Irish Free State Harbours Tribunal is a comprehensive volume comprising a detailed examination of the ports and harbours of the Free State, and it is illustrated by a series of maps. This Tribunal was constituted by an Order of the Minister for Industry and Commerce, in May, 1926. In the report the Tribunal has made the suggestion that harbours situated on routes likely to be developed for motor transport should take steps to ascertain the probable cost of providing suitable landing and other facilities for seaplanes, and where such can be provided at a reasonable cost, proceed to create an airport, obtaining whatever statutory powers that may be necessary for the purpose. The report further suggested that an investigation of the proposal to create a Free Port in the Free State should be undertaken by the Government in con-

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junction with the harbour authorities at Dublin and Cork, and that an examination of the conditions which had led to the establishment and successful operation of a few selected Free Ports should form part of that investigation. The Tribunal held 27 sittings, and took evidence from 223 witnesses.

**A New American Service. The Pacific Atlantic Line.**—A new freight service between Great Britain and the Pacific coast of America was inaugurated when the S.S. "Jefferson Myers" sailed from London during the last week in October. The company operating the service is to be known as the "Pacific Atlantic Line." The service is to be a regular one between Liverpool, Manchester and London, and Philadelphia, Cristobal (Canal Zone), San Diego, Los Angeles, San Francisco, Oakland, Portland, Seattle, Tacoma, and Vancouver, B.C. Eastbound the route will be from the Pacific coast, via the Panama Canal, direct to the above British ports. The five vessels thus far assigned to the service are all oil burners of between 11,000 and 12,000 tons deadweight capacity. They are the "Jefferson Myers," "San Lucas," "San Julian," "San Pedro," and "Peter Kerr." They are all of modern design and admirably equipped for the trade, carrying mainly timber, grain, copper, canned goods, flour, and all the principal commodities from the Pacific coast. The new line is a subsidiary of the State Steamship Company of the U.S.A. The United States Lines, through Messrs. Runciman (London), Ltd., 52-54, Leadenhall Street, E.C.3, their own freight operating agents, will act as General European Agents for the service and will handle all their business in Europe. Mr. Kenneth C. Dawson is at the head of the Pacific Atlantic Line. It was his original intention to construct a fleet of five 20-knot vessels for the Pacific/Europe service at a cost of about £800,000 each, but this high speed and consequent outlay was deemed excessive for present conditions. It is, however, believed that new tonnage will shortly be added to this service.

**Primrose Wharf, Greenwich.**—We are informed by Mr. Henry Froud, Excavation and Cartage Contractor, 37, Cornwall Road, Bird-in-Bush Road, Peckham, London, S.E.15, that he has taken over Primrose Wharf, Tunnel Avenue, Greenwich, London, S.E.10. We understand that any kind of goods can be landed or housed in a well-built brick building at this wharf, which is equipped with a steam crane. The site covers some 2½ acres, there is a good granite sett road and no matter how large a vehicle may be there is a good pull in any time during the day or night. A petrol pump is installed.

**Merkland's Wharf, Glasgow.**—It will be recalled that the Glasgow Corporation gave up this wharf some time ago and that the Clyde Navigation Trust took it over in order to preserve the very valuable facilities for the cattle trade, and there are now signs of a resumption in the Canadian cattle trade. Already a shipment of Canadian cattle is now on its way to Merklands.

**The New Shieldhall Dock, Clyde.**—The new dock at Shieldhall on the River Clyde is rapidly approaching completion. The shed on the east side is practically finished and the flooring laid. It is expected that a good proportion of the berthage on this side of the dock will be occupied by Messrs. Holt & Co., who are installing the latest appliances for the rapid loading and unloading of cargo. The programme for the west side has not been definitely settled nor the berthage allocated.

**Glasgow Markets and Overseas Trade.**—The Clyde Trust are making energetic moves for the development of the Glasgow market for overseas products, particularly those of the Dominions, and one result of this is seen in the direct import of Australian eggs. In the past Australian products have been concentrated on London, but due to the action which has been taken both by the Clyde Trust and those engaged in the egg trade in Glasgow, three shipments are being dispatched direct to the Clyde from Australia this year. This is but a small beginning, but it is generally believed that the efforts of Mr. Ford, commercial manager to the Trust, as well as the enthusiasm of the Glasgow traders, will result in big developments in the future. We understand that Mr. Ford has the question of an itinerary in hand with shipping companies and the fruit trade for next year's supplies to the Glasgow market from the Antipodes.

**Trade on the Clyde.**—The total output of shipping on the Clyde for October was 18 vessels with an aggregate tonnage of 55,627 gross, compared with 10 vessels of 26,894 tonnage in September.

**Obituary.**—The death of Mr. James S. Craig, chairman of the Clyde Trust, took place at his residence, Randolphill, Dunblane, on Friday, October 24th. Born in Glasgow, Mr. Craig spent a busy life in commercial and administrative spheres in the city. He was chairman of Messrs. R. Hunter, Craig & Company, Glasgow, Liverpool and London, provision and flour importers, and was director of the Scottish Union and National Insurance Co., Ltd. Apart from his business interests Mr. Craig devoted a large portion of his time to serving the community, and for 27 years was a member of the Clyde Trust. For eight years he acted as deputy-chairman, and on the retirement of Sir Wm. Raeburn, in 1929, he assumed office as chairman. His wide experience and great tact made him an ideal occupant of the position, and he earned the respect of his associates of the Trust as well as his colleagues on the Clyde Pilotage Authority and other bodies.

**New Ship for L.N.E.R.**—The London & North Eastern Railway Company have placed an order with the Fairfield Shipbuilding & Engineering Company, Ltd., Govan, Glasgow, for a new paddle steamer for their Firth of Clyde Service. The new vessel will be larger than any vessel in their present Clyde fleet; the dimensions being as follows:—Length between perpendiculars 249 ft. 9 ins., beam 30 ft., moulded depth 9 ft. 6 ins. The tonnage will be approximately 550 tons gross. The vessel will be propelled by triple expansion engines capable of developing sufficient power to give a service speed of 18½ knots. The steam will be supplied at 180 lbs. per square inch by a double-ended cylindrical marine boiler with three furnaces at each end and common combustion chamber to two furnaces in a fore and aft direction, on the closed stokehold principle. The saloons, cabins and tea-room will be of large size and tastefully panelled in hardwood, and special provision will be made for the ventilation of dining saloon and dining cabin, as also the officers' and crews' quarters.

**London's Shipping Still Increasing.**—London's shipping, despite the general trade depression, has been greater than ever this year. During the nine months from January to September the tonnage of vessels that used the port was more by 834,296 net reg. tons than during the same period of 1929. The relative figures are 43,738,889 net reg. tons for 1930 and 42,904,593 net reg. tons for 1929. The imports handled over the Port of London Authority's quays during the period were 17,683 tons more than in 1929 but the tonnage of exports handled was less. Even so, the total turn-over of goods during the first nine months of the year was down by only about 56,000 tons compared with last year. It is well known that owing to the establishment of new industries, the environs of London and the South generally have been affected to a lesser extent by trade depression than other areas. The figures of the Port's activities go to prove the resilience of London as a great market and distributing centre, the net small falling off in the total tonnage handled being chiefly attributable to the unsatisfactory condition of certain export trades in the Midlands.

**Great Western Railway. Orders Placed.**—The directors of the Great Western Railway Company have placed a contract with Messrs. Vickers Armstrong, Ltd., for the supply and erection of 13 coal hoists at Barry Docks at a cost of nearly £200,000. Approval has also been given to the placing of an order for a new steamer for use in connection with the ocean liner traffic at Plymouth at a cost of about £40,000.

**Services to Fiji Isles.**—Proposals have been made in Liverpool shipping circles for the steamship companies to provide an improved service of steamers between U.K. and Fiji Islands. The request has been put forward to the shipping companies.

**Certificates of Origin.**—The Spanish Government recently sent a representative to Liverpool to inquire into the system of free warehousing facilities in the port, representations having been made by the Liverpool commercial interests that certificates of origin for non-European goods shipped from Liverpool to Spain, be issued locally. The prospects of this being done, are said to be good.

**The Question of an Irish-Owned Mercantile Marine.**—The annual report of the Cork Industrial Development Association refers to the export trade with Great Britain of Free State agricultural produce, and states that an important export trade in farm products has always been the basis of Ireland's external trade. Extensive rather than intensive cultivation has been the characteristic of Irish agriculture, and the volume of the exports should lead one to believe that in the reorganisation of the industry the provision of an Irish-owned mercantile marine was a question of primary and vital importance. With big outward cross-channel cargoes available the success of an Irish-owned mercantile marine would be assured if it were found practical to make it the law of the land that Irish exports, and subsequently imports, must be carried only in Irish-owned vessels.

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# Railway Notes and News.

**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 43 weeks of 1930 compared with the same period in 1929, and are as under:—

| | 1930 | 1929 |
|---|---|---|
| | £ | £ |
| Passengers, Parcels, etc. | 63,074,000 | 65,722,000 |
| Merchandise, etc. ... | 51,580,000 | 55,440,000 |
| Coal, Coke, etc. ... ... | 27,921,000 | 29,821,000 |
| | 142,575,000 | 150,983,000 |

**Big Great Western Scheme.**—One of the greatest developments in British railway operating methods is announced by the Great Western Railway Company who propose to equip 1,758 miles of track, embracing all its principal main line routes and 2,000 engines, with the Company's own system of Automatic Train Control. The total cost of this scheme will be £208,000. The system gives audible warning to the driver of the state of the signal and in the event of a danger signal being passed automatically to stop the train before it reaches the next signal. The Company already have 372 miles of track and 334 engines fitted with this device. With the completion of the scheme, 2,130 miles of track and 2,334 locomotives will be equipped.

**Canadians Seeking Branch Factories. New Industrial Office Opened in London.**—An Industrial Branch, whose primary object is to interest British industrialists in the establishment of factories in Canada, has just been established in London by the Canadian National Railways, according to an announcement made by Mr. C. J. Smith, European Vice-President of the Company. Mr. T. A. Hooker, who will have charge of the Branch, which will have the advantage of an existing department in Canada, has returned to London after a six months' tour of the Dominion where he investigated practically every field of possible industrial expansion and enlisted the co-operation of the Boards of Trade and Chambers of Commerce in the furtherance of his work. Through the London office it is intended to furnish information on the industrial and commercial possibilities of any part of the Dominion and to facilitate investigation of specific industrial projects.

**L.N.E.R. Magazine.**—The London and North Eastern Railway Company's magazine for November contains interesting articles and news items. Chief of the articles is one specially contributed by Mr. R. A. Thom, Mechanical Engineer, Doncaster, entitled "Repairs to Locomotives." It tells of the splendid results that have followed "rationalisation." This article is well illustrated.

**Indian Railways Conference. Road Motor Services Urged.** — A Simla message says that presiding at the Thirty-Seventh Annual Session of the Indian Railway Conference, Mr. Rothera, the Agent of the South Indian Railway, advised the railways to play up to the spirit of the times by increasing the rate of progress in engineering works, by the faster transport of goods and merchandise, by reducing the detention of vehicles, and speeding up the traffic between the larger centres in order to compete with motor competition. Mr. Rothera urged the railways to follow the example of England and establish road motor services, either separately or in combination with existing road services, thereby providing additional facilities for traffic and also to establish a system of containers as a means of the transport of small consignments.

**Staff Training and Efficiency in Relation to Modern Railway Working.** — On October 20th Colonel H. H. Mauldin (Superintendent, Eastern Section, Southern Area, L.N.E.R.) addressed the Norwich L.N.E.R. Literary and Debating Society on "Staff Training and Efficiency in relation to Modern Railway Working." Colonel Mauldin stressed the necessity of each railwayman studying not only his own job but railway problems generally and the public. Railways being such gigantic corporations each Department must perform team work for successful operation of the whole; similarly each man must make himself a fit unit of his department. The fundamental thing was to give the public quickly what it wanted otherwise the best salesman in the world could not do business. Varied experience and a lively imagination were great assets, but it was a touch of genius in a particular subject that made the specialist. The specialist was bound to be listened to, so if he did not sit in the seat of the mighty he might well be a power behind the throne. Training, always a feature of railway life, was of the utmost importance to-day in view of the vastly changed conditions. The fundamental principles underlying the training were the same as in earlier years, but a wider knowledge was necessary. Our railways were the best and safest in the world and we must make them the most progressive and popular.

**London & North Eastern Railway Continental Services.**—At the York L.N.E.R. Lecture and Debating Society's Meeting on October 28th, Mr. A. L. Gibson, Continental Traffic Manager of the L.N.E.R., gave a lecture, illustrated by lantern slides, on the Continental services via Harwich. Mr. Gibson opened his talk with a brief sketch of the history and development of the services and the international trains in connection therewith which now include the luxurious Rheingold, Edelweiss and Balkan Expresses. The advantages of the Harwich-Hook route with three new vessels, the Zeeland Company's daylight Flushing service, the Harwich-Antwerp and the Harwich-Zeebrugge routes were mentioned and attention was drawn to the very complicated subjects of international time-tables, through carriages and registration of baggage. Illustrations were shown of the motor-ships of the United Steamship Company which maintain a daily service between Harwich and Esbjerg. Passing to cargo services Mr. Gibson said that improvements at Harwich included new electric cranes and dustless coaling hoists; speed is a principal factor of the Harwich routes, but much traffic was dealt with needing particularly careful handling. This again brought in the question of through tariffs with the Continent. Mr. Gibson closed his lecture with a description of the Harwich-Zeebrugge train ferry service by means of which through wagons can be run between England and ten Continental countries this service is particularly suitable for fragile and perishable traffic.

**Great Western Railway Activities.**—The G.W.R. is to construct at its Swindon works ten new twin restaurant car sets for use next year in connection with excursion train traffic and special parties. Each set will consist of a first and third class saloon and kitchen capable of seating 23 first class passengers and 63 third class passengers. The kitchen will occupy a part of the first class saloon and will be between that and the third class restaurant car. The Company's Westbourne Park garage, the main repair shop for the Company's fleet of cars in London, is to be considerably enlarged and modernised.

**Traffic Lost to the Rail.**—The phenomenal "slump" in the iron and steel industries during the current year and the effect upon rail traffic and receipts is revealed in the G.W.R. Magazine for November. In South Wales and Monmouthshire, the principal centre of the industry so far as the Great Western Railway is concerned, the number of blast furnaces fell, during the eight months, from eight to three; the production of pig iron declined by 34 per cent., and the output of steel by 32 per cent. Expressed in actual figures, on whole of the Great Western system, the tonnage of iron ore, pig iron, scrap, limestone, and finished steel, has fallen in the eight months, by a million tons, and the receipts by £187,000. To these figures must be added the loss in tonnage of coal and coke conveyed to and from the blast furnaces and steelworks for iron and steel manufacture. To illustrate further: a review of the Company's traffics, by districts, shows that in the first eight months of 1930, no less than 76 per cent. of the decline in general merchandise and 80 per cent. of the fall in other minerals was attributable to South Wales. The effect of the "slump" in the iron and steel industry is also very marked upon the Company's dock traffic and receipts, as there has been a heavy reduction in imported iron ore and exports of steel products.

**Two New Rail By-Passes to the West.**—With the completion in 1932 of the two new sections of the G.W.R. main line to the West of England at Westbury and Frome (Somerset), the Company will have what may virtually be called by-pass roads in these sections over which will be directed the main line expresses, boat specials, ocean and mail trains, express freight and perishable trains. The purpose behind their construction is the avoidance of the rather severe curves in the present main line at the points mentioned and the necessary speed restrictions of 30 and 40 m.p.h. The total cost of the two schemes, which are vital to each other, it is anticipated, will be in the region of £220,000.

**Soviet Railway Tariffs Raised.**—A Riga message says that it is announced that the Soviet Government has raised all railway tariffs by 25 per cent.

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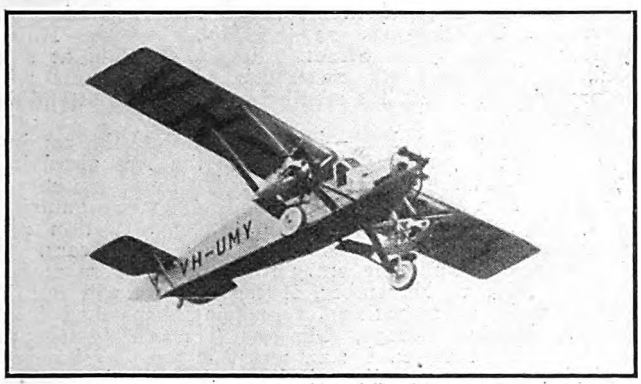
# Air Transport Notes.

**Australian National Airways.**—We are informed that Australian National Airways have now flown over a million and a half engine miles with 19 Armstrong Siddeley Lynx engines. During the period not one single regular service flight was uncompleted owing to mechanical failure.

**Hanworth Club's Record.**—A remarkable record has been made by the Hanworth Flying Club during the last 3 months, no less than 51 members having been trained as pilots. 24 qualified in August, 17 in September and 10 in October. Since the club opened on 1st September last year its growth has been one of the most satisfactory features of the National Flying Services' scheme. The number of licensed pilot members of Hanworth is now 169 and the total membership of the club is 1,030, with 572 active flying members. Hanworth was the first of the six flying clubs now operating under National Flying Services, Limited. The total membership of these clubs has now grown to 1,707, and of these 975 are active flying members, 266 hold pilots' "A" licences and 56 keep aircraft of their own.

**Exploring Australia by Air.**—A five thousand miles flight between Melbourne and Port Darwin has just been successfully completed in a Lascondor machine fitted with




MONGOOSE ENGINED LASCONDOR IN FLIGHT.

three Armstrong Siddeley Mongoose engines. The machine was of new design and at the start of the flight had only done some 15 hours flying. Its total load was over 2,300 lbs. and included five people, camping gear, food and equipment. Mr. Neale, the pilot, reported that with this load and a temperature just on 90 degrees in the shade the machine took off in less than half the length of the Darwin aerodrome. The chief engineer of the Larkin Aircraft Supply Co., Ltd., of Melbourne, reports that during the whole 50 hours flight no trouble was experienced with the engines, while the pilot, Mr. Neale, reports that they started up definitely at the first turn on every occasion. Our illustration shows the Mongoose engined Lascondor in flight.

**Gift of a Model Bristol.**—Bristol Aeroplane Company, Ltd., of Bristol, has presented to the Liverpool Museums, a model of the single seater Bristol Fighter aeroplane.

**British Engineering Supremacy.** — Certain events recently have shown the world that British engineering skill is maintaining its reputation despite the hard times through which we are passing. First of all there is the remarkable flight from England to Australia in under ten days of Wing Commander Kingsford Smith on a steel Avro Avian light aeroplane designed and built by A. V. Roe & Co., Ltd., in Manchester. A day or two before a Japanese pilot had flown an Armstrong Siddeley engined light aircraft from Berlin to Tokyo in under ten days, while, later, a Fokker single seater fighter again fitted with an Armstrong Siddeley engine beat all comers in a military competition organised by the Roumanian Government at Bucharest. On the ground delegates of the Imperial Conference have attended a demonstration of mechanised transport, the outstanding feature of which proved to be the remarkable performance of a 16 ton tank fitted with a self changing gear box and 180 h.p. air cooled engine of Armstrong Siddeley design and manufacture.

**French Air Agreement with Portugal.**—The "Echo De Paris" states that an important agreement was concluded recently between the Portuguese Government and the Franco-Portugal Airways Company (Allied with the Trans-African and Air Mails Companies). According to the agreement, Portugal grants to France for a period of thirty years the exploitation of the inland lines and a monopoly of the air lines between Portugal and her Colonies. The newspaper emphasises the importance of the agreement including as it does the Azores and the Cape Verde Islands which lie on the air routes from Paris to New York and from Paris to South America.

**Air Mail Service between Windhoek and Kimberley. Provided by Junker Company.**—The Government of South Africa has concluded an agreement with the Junker Aeroplane Co. whereby the latter is to establish an air mail service between Windhoek and Kimberley, to commence on the 1st April, 1931. The service, which is to be weekly, is to be carried out with all-metal machines, and will connect with the Imperial Airways Cape to Cairo Line.

**Spanish Aviation.**—A Madrid message says that dealing with certain rumours regarding the developments of Spanish aviation, General Berenguer, the Prime Minister, has issued a statement in which he says that the Government recognises that Spanish aviation is confronted with a period of crisis due to the fact that it has not been organised on a definite basis. The credits for aviation were not large but they were those provided by predecessors of the present Government. He added that the reduction of the number of flights carried out at certain aerodromes was not due to shortage of credits but to the lack of foresight on the part of previous Governments.

**America's New Giant Airship.**—The R101 disaster, and the acute question it raises of the future of the airship in Great Britain, lend added interest to some remarkable safety devices, said to be unknown to any other dirigible, that are being built into the Akron-ZRS-4, the United States navy's giant airship, now nearly half finished at Akron, Ohio. The motors, says a Reuter New York despatch, are being tested on the engine block, and more than half of the ten duraluminum main rings are in place, with material for half a dozen intermediate rings ready for fabrication. The use of helium as the lifting gas is regarded as the greatest safety factor. Besides being non-inflammable, it permits housing the engines in large rooms in the hull of the ship for the first time, making them readily accessible to repair and overhauling with the dirigible in flight. Housing the engine within the ship, it is claimed, cuts down the wind resistance of engine gondolas, ordinarily hung on the outside, where repairing is extremely difficult and overhauling impossible. The swivel feature of the eight propellers is another important safety factor. The great ship can be more easily manoeuvred in adverse winds. The propellers can be turned through a 90-degree arc so that the blades can be vertical or horizontal, as desired. The motors may run forward or reverse, so that the propellers' energy may be exerted in any of four directions. When the propellers are horizontal the motors at forward speed will help pull the ship to earth. With the motors reversed and the propellers horizontal, the ship can be pushed upward if altitude is lost. Each propeller and its engine will work independently, making it possible to use half the motors for exerting upward thrusts and the other half forward thrusts when quick take-offs are desirable. Inversely, this arrangement can be employed to slow the ship down to make a quick landing. The Akron-ZRS-4 can be kept in the air by the use of dynamic lift, it is calculated, which results from flying at a slight angle of pitch to compensate for an extreme case of losing more lifting power through large ruptures in gas cells than can be compensated by jettisoning ballast. The possibility of a petrol fire is considered to be no greater than in a motor car, but fire-proofing precautions will be taken. The engine rooms will have fireproof walls, the entire ship will be ventilated and the electrical connections will be gas-tight. The whole metal framework will be banded together by a faraday cage, rapidly dissipating a lightning charge. The material for the ten gas cells has not been selected. Several new substances are being tested. The construction started a year ago and is to be completed by next summer. The dirigible will be 785 feet long with a diameter of 133 feet. It will have eight engines and a helium gas volume of 6,500,000 cubic feet.

**1,500,000 Valves by Air.**—Messrs. Impex Electrical, Ltd., the well-known importers of French Dario Valves, use Imperial Airways machines for transporting these delicate goods from Paris to London. Up to date more than 1,500,000 valves have been carried without loss or damage.

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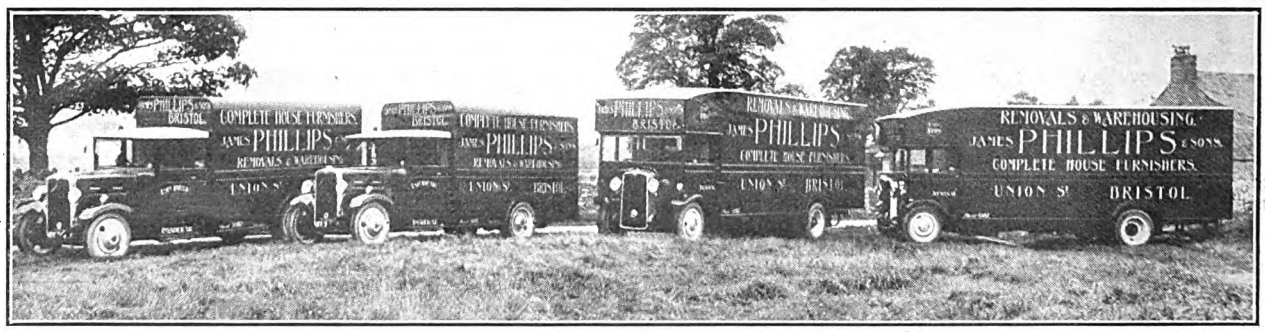
# News from all Parts.

**Large Pantechnicon on Gilford Chassis.**—The large capacity pantechnicon illustrated is owned by Mr. Jas. S. Ralston, Furniture Remover and Transport Contractor, of Milngavie. The body was constructed by Wylie and Lochhead, Ltd., of Glasgow, and it is mounted on the well-known "Gilford" model 168-OT chassis made by the Gilford Motor Company, Ltd., 465-471A, Holloway Road, London, N.7. We understand that thirty suites of furniture can be loaded into the van at one time. During a period of five weeks recently this van covered 6,000 miles without a hitch of any kind.

A LARGE PANTECHNICON ON GILFORD CHASSIS.

**Institute of Transport. Forthcoming Meetings.**—There will be an ordinary meeting of the Institute of Transport at the Institution of Electrical Engineers, London, on December 8th, at 5.30 p.m., when Mr. C. J. Hyde Trutch, B.Sc., will speak on "The Diesel Engine and the Railways." At a meeting for Graduates and Students, to be held at the Institution of Electrical Engineers on December 15th at 6 p.m., a lecture entitled "Transportation and Harbour Development in South Africa" will be given.

**A Fine "Commer" Fleet.**—Our illustration shows a fleet of Commers mounted with pantechnicon bodies, which Commer Cars, Ltd., of Luton, have recently supplied to James Phillips & Sons, of Bristol, through their distributors, Provincial Motor Traders, of Alma Road, Clifton, Bristol. The chassis in question consists of two Invaders and two Avengers.




A FLEET OF "COMMERS" WITH PANTECHNICON BODIES.

**Liverpool Traffic Club.**—Transport Managers and representatives of the road carrying community met under the auspices of the Liverpool Traffic Club, on November 3rd, to discuss the Road Traffic Act. Mr. L. B. O. Heilbrun undertook to interpret the clauses of the Act, particularly those vital to all transporters. A discussion following, based on the present experience of transport managers, showed that the application of certain sections of the Road Traffic Act, whilst theoretically simple, will be a source of difficulty and serious concern when practically applied. The question of the hours of work of drivers, it was stated, is going to make road transport operation for small concerns an almost impossible task and for big firms a very serious and expensive undertaking. It was felt that the Minister of Transport should be requested to define the clauses more lucidly and, with this object in view, a resumption of the discussion will take place on Monday evening, 17th November, when resolutions will be passed and representations made to the Ministry to afford some better guidance to Road Transporters.

**The Training of Young Automobile Engineers.**—The Institution of Automobile Engineers has for some years been giving advice to parents as to how their sons can enter the Automobile Industry. This practice has been elaborated and the Institution is now in a position to inform parents as to the exact possibilities of apprenticing their sons in works in their own neighbourhood. No charge is made by the Institution and parents may consult the staff by appointment on making written application to The Institution of Automobile Engineers, Watergate House, Adelphi, London, W.C.2.

**Institution of Petroleum Technologists.**—There will be a general meeting of members of the Institution of Petroleum Technologists at the House of the Royal Society of Arts, John Street, Adelphi, London, at 5.30 p.m., on December 9th, next. Light refreshments will be provided at 5 p.m. for members and visitors attending the meeting.

**Emancipation Day Run.**—To commemorate the coming into force thirty-four years ago of the Act absolving motorists from the need to be preceded by a man carrying a red flag, the Royal Automobile Club is organising on Sunday, 23rd November next, a demonstration run from London to Brighton of early type motor cars. It is proposed to limit the entry to cars that were manufactured prior to November, 1904. The run will not in any sense be a competition, cars being dispatched from Messrs. Henlys Garage, Glasgow Terrace, Grosvenor Road, S.W.1, between 9 a.m. and 9.30 a.m. on Sunday, 23rd November, proceeding via Westminster Bridge, Kennington, Streatham, Reigate and Crawley to Brighton, those arriving before 4 p.m. at the finishing point at the Aquarium Garage, Brighton, being awarded a special R.A.C. Certificate. No schedule speed is fixed, and any form of assistance is permitted to the cars, providing they are not towed or carried. There will be no intermediate checks, the cars proceeding direct from London to Brighton without any stop, save those occasioned by breakdowns or the need for replenishment. The Run is open only to three and four wheeled vehicles of the age specified. Copies of the regulations with entry form may be obtained on application to the Secretary, Royal Automobile Club, Pall Mall, S.W.1.

**Canal Development.**—Schemes for canal development were discussed in the House of Commons on November 5th, when Major L. B. Thomas asked whether any plans which would enable more use to be made of England's inland waterways were under consideration. Mr. Herbert Morrison, Minister of Transport, said that under the Development (Loan Guarantees and Grants) Act, 1929, a grant had been made in respect of an £881,000 scheme

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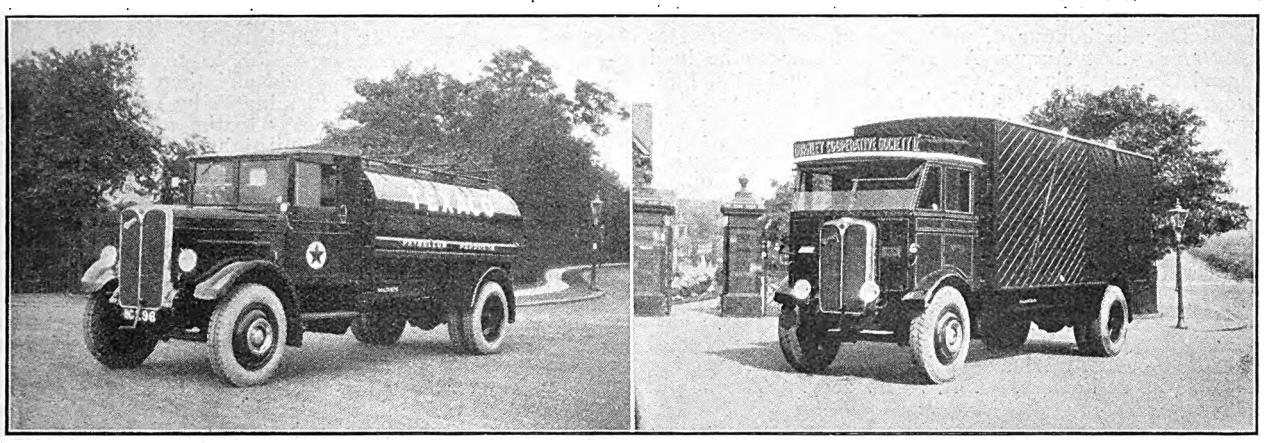
for improvements and reconstructions on the Grand Union Canal Company's London to Birmingham route. Approval in principle had been given also to proposals for dock-facilities improvements on the Manchester Ship Canal. Apart from these two cases there were at present no applications from canal undertakings for assistance under the development Act, said Mr. Morrison. On the Crinan Canal, Argyllshire, however, which was administered by his department, reconstruction of sea-locks and the improvement of the water supply had been put in hand.

achieved success in the municipal elections. Mr. W. T. Roberts, cartage contractor and forwarding agent and past president of the Liverpool and District Cart and Motor Owners' Association, has been again re-elected for Abercromby Ward by an overwhelming majority. Mr. T. H. Burton, teamowner of Old Swan, was returned for Breckfield Ward, Liverpool, with a majority of 1,000, and Mr. C. Sydney Jones, shipowner, for Fairfield Ward with a majority of 1,400. Another teamowner to be elected is Mr. J. Hill, of 60, Garnett Avenue, Kirkdale, who was



LEFT: AN A.E.C. 110 H.P. "MAJESTIC" TANKER. RIGHT: 7-8 TON A.E.C. "MAMMOTH" WITH LIFT VAN BODY.

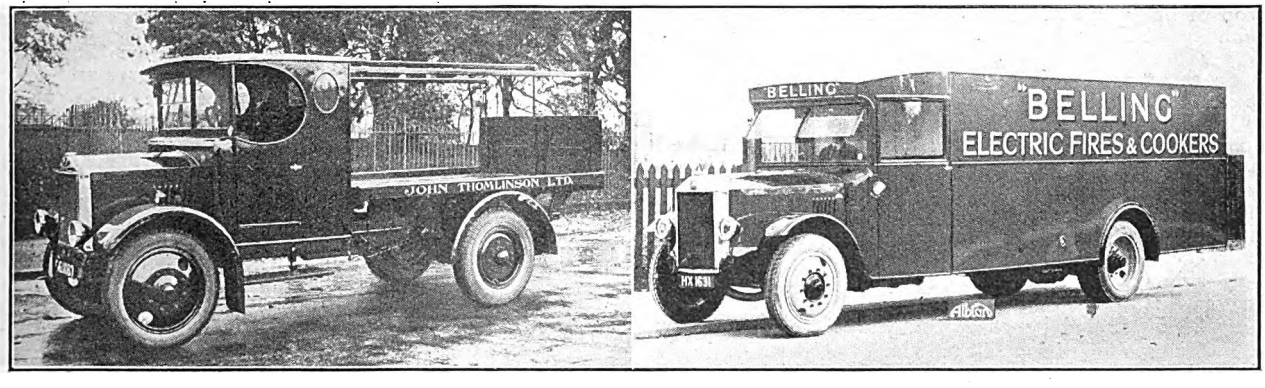
**Two Northern Deliveries.**—The newly appointed A.E.C. Wholesale Distributors in the North have recently delivered the two vehicles which we illustrate. The first is an A.E.C. 110 h.p. "Majestic," 1,500 gallon triple compartment tanker purchased by Messrs. Ashworth Heys and Glover, haulage contractors, of Accrington. It has the fittings and equipment common to this type of vehicle, and is being used for the delivery of "Texaco" fuel. The tanks are the work of Messrs. Butterfield, Shipley, and the body work was carried out in Messrs. Tillotson's own shops at Burnley. The second vehicle is a 110 h.p. 7-8 ton A.E.C. "Mammoth" with a lift van body for the Burnley Co-operative Society, Ltd. It is to be used principally on long distance haulage work.

**Interesting "Albion" Vehicles.**—Our illustrations show a neat 30-cwt. "Albion" lorry with rigid poles supplied by the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, to Messrs. John Thomlinson, Ltd., the well-known Glas-

returned for Warbreck Ward, his majority being nearly 2,000 votes. In Birkenhead, Mr. Herbert Halsall, forwarding agent, was elected with 370 votes to spare.

**A.E.C. "Majestic" Lorry for Curtiss & Sons, Ltd.**—On page 37 of our October issue we illustrated one of the latest types of goods vehicles supplied by The Associated Equipment Company, Ltd., of Southall, to Messrs. Curtiss and Sons, Ltd., the well-known transport company. This vehicle was described in the caption as a 7-8 flat platform lorry, "Mammoth" Model; whereas the vehicle in question is an A.E.C. "Majestic" 6 tonner.

**Scammell Machines on Tour in Scotland.**—Scammell Lorries, Ltd., of Watford, inform us that the Scammell machines which have been garaged at their new Scottish Sales & Service Depot, 68/70, Paterson Street, Glasgow, during the progress of the Scottish Motor Show, will start on a special demonstration tour of practically the whole of Scotland at the conclusion of the Show. This representa-




LEFT: A 20/36 H.P. 30 CWT. ALBION LORRY. RIGHT: A 36/90 H.P. ALBION SHOW VAN ON "VIKING-SIX" CHASSIS.

gow Printers, and a high capacity van on "Albion" 36/90 h.p. "Viking-Six" chassis, owned by Messrs. Belling & Co., Ltd., fire and radiator manufacturers.

**Spencer-Moulton Tyres.**—The Trowbridge Tyre & Rubber Co. (1929), Ltd., whose London offices are at 54, Victoria Street, S.W.1, have sent us an ingenious ashtray. This takes the form of an actual model of one of the well-known Spencer-Moulton tyres fitted on to the rim of an earthenware dish modelled like the wheel of a motor car, the result being a very effective advertising novelty.

**Transport Men on Municipal Councils.**—Several members of the Liverpool and district transport trade have

tive selection of Scammell models will be in Edinburgh from the 17th to 19th November and will afterwards visit Stirling (via Falkirk), Dunfermline, Kirkcaldy, Perth, Dundee, Aberdeen (via Arbroath and Brechin), Greenock, Kilmarnock (via Paisley), and the tour will finish at Dumfries on December 12th.

**"On Guard." Monthly Safety First Magazine for Workers.**—"On Guard" is the title of a special little pocket magazine issued by the National Safety First Association as part of a specialised accident prevention service, which consists of an intensive campaign each month against one of the principal dangers of industry.

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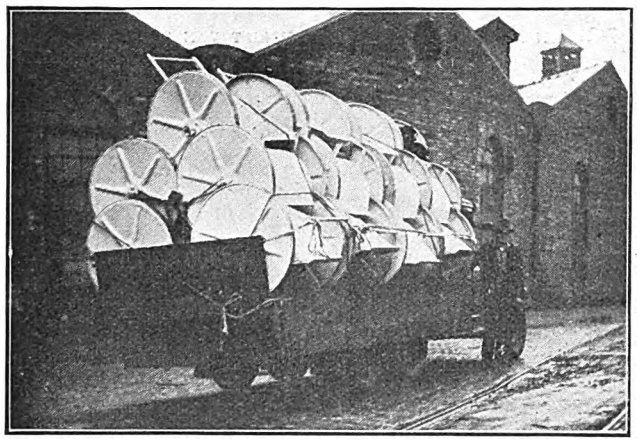
For October the particular hazard covered is "Fire," which costs this country some £12,000,000 a year. The magazine deals with various aspects of Health, as well as Safety, at Work, in the Street and in the Home. The October issue also contains an interesting competition, with a prize of £5 for the best suggestion for making "On Guard" even more interesting. Copies of "On Guard" can be obtained, price 2d. each, post free, from, or quotations for quantities will be given by, the National Safety First Association, 119, Victoria Street, London, **S.W.1.**

**International Day. New York Automobile Show.**—Monday, January 5th next, has been designated as International Day, in honour of visitors from other countries to the Thirty-first Annual Automobile Show to be held in Grand Central Palace, New York, January 3-10th, 1931. A programme of activities is being arranged with a view to making their visit of the greatest value. Guests will be welcomed at the New York headquarters of the National Automobile Chamber of Commerce, 366, Madison Avenue, New York City, on the opening day of the Show, Saturday, January 3rd, at which time credentials for all Show Week activities will be furnished.

**"Marshall" Concrete Tipping-Cart.**—Our illustration shows a load of 20 Marshall concrete tipping carts leaving the works of Marshall, Sons & Co., Ltd., Britannia Iron Works, Gainsborough. The body of this concrete cart is constructed of mild steel plates ⅛ in. thick. Its general dimensions are 3 ft. 1 in. by 1 ft. 10½ in. at top, tapering to 1 ft. 7½ in. at bottom. 1 ft. 7⅛ in. deep. The height



A LOAD OF MARSHALL CONCRETE TIPPING CARTS.

to top of body is 2 ft. 2½ in. The side plates are pressed to shape and flanged to give well-rounded corners. The wrapper plate is securely riveted to side plates. Angle section stiffeners are bolted along the sides and extended to be joined by a length of tube, and thus form a handle. The stiffeners are readily detachable so that they can be reversed to enable the cart to be handled from either end. The wheels are 3 ft. diameter with a tread of 2 in. They are made of pressed steel, and suitably tyred. The cast iron hubs are bored to fit the trunnion axles. The Trunnion Brackets are of semi-steel, with mild steel axles cast in them, machined to fit the wheel hubs, and bolted to the side of the body. The vehicle is designed and built to withstand hard usage. Its net weight is approximately 2¼ cwts. and its capacity is 7 cubic feet.

**Advertising the British Isles Abroad.**—All parties in the House of Commons and all parts of the British Isles are represented among the supporters of the Local Authorities (Publicity) Bill which will be introduced by Major Isidore Salmon, C.B.E., on November 21st. This Bill, which has the sympathetic support of the Ministry of Health, is the outcome of a Conference held at the instance of the Travel Association of Great Britain and Ireland. If carried, it will enable local authorities to contribute to any organisation established for collecting and collating information in regard to the amenities and advantages of the British Isles and disseminating that information outside the British Isles. In other words, it gives the health and pleasure resorts and historic and beautiful towns of Great Britain and Northern Ireland a chance to co-operate in the work of attracting more visitors to this country. The value of such co-operation to the nation at large lies in the fact that the tourist at present brings £15,000,000 a year of new money to the British Isles and the experience of all countries is that such a source of wealth to the country can be largely increased by co-operative action under a central direction.

**Pickfords' New Offices at** Bristol.—Pickfords, Ltd., have recently transferred their business from St. Augustine's to more commodious premises at 98, Victoria Street, Bristol, where every facility is offered for furniture removals. Trained and experienced men only are employed.

**Packing Motor Oils. Electric Cleaner's 1,200 Barrels a day.**—An example of the care taken in packing modern motor lubricating oils is to be seen at the Anglo-American Oil Company's depot, Purfleet, Essex, where a new electric plant has been installed for cleaning, repairing, painting and weighing 1,200 barrels a day. The used wooden barrels are steamed for 15 to 20 minutes and washed; first with caustic soda and then with hot water. They are then dried for 40 minutes by means of 90 hot-air driers and sent on runways to the cooper for repairs, glued inside to make them oil-tight and dried with cold air to harden the glue. The barrels then pass between revolving paint brushes, and after drying they are weighed on automatic scales, filled with oil and weighed again before passing, by their own momentum, down a quarter-mile runway to be loaded on barges or railway trucks. Careful inspection of the barrels is made at three stages to ensure that they are clean, dry and efficiently sealed.

**A.E.C.'s New Potteries Branch.**—In order to maintain a closer contact with the operators of the Potteries area the Associated Equipment Company, Ltd., of Southall, have opened branch premises at Halifax Chambers, Market Square, Hanley. From here Mr. L. V. Williams, who was formerly attached to the A.E.C. Birmingham Depot and who is well known in the Midland counties, will represent the Company throughout the whole of North Staffs. The phone number of the new branch is Hanley 5481, and the telegraphic address "Vangastow, Hanley."

**Traffic Tunnel between United States and Canada. Cost Four and a Half Million Pounds.**—The tunnel for vehicular traffic under the Detroit River, connecting Detroit with Windsor (Ontario), which was opened by President Hoover on November 1st, took two years to construct. The total cost was 23,000,000 dollars (£4,600,000).

**International Horse Show, 1931.**—The Twentieth International Horse Show will be held at Olympia, London, from Thursday, June 18th, to Saturday, June 27th, 1931 (both days inclusive). The offices of the Show Committee are at 12, Hanover Square, London, W.1.

**International Automobile Passenger Car Show, Copenhagen, 1931.**—This Exhibition will take place in the Exhibition Hall "Forum" at Rosenorns Allé, Copenhagen, from February 6th to 15th next. As usual the exhibition will include passenger cars; automobile accessories, equipment, tyres and tubes; lubricating materials, etc.

**Shire Horse Society.**—Mr. David Davies (President) occupied the Chair at a meeting of the Council of the Shire Horse Society held on October 21st. Sir Walter Gilbey, Bart. (Chairman of the Horse Show Committee), reported that during the past year Gold, Silver and Bronze Medals and Breeders' Prizes had been awarded at over 200 Country Shows and Parades. It was resolved to continue the offer of these Special Prizes at all Affiliated Shows in 1931, but in the case of the Gold Medal, the foaling restrictions would be made easier so that mares foaling in the year of award or the preceding two years would in future qualify to receive the medal. In addition to the above medal schemes cash prizes were provided at the Royal and other Shows, bringing the total cost of this side of the Society's activities up to £1,000.

**Dennis Vehicles for G.W.** Railway.—We are informed by Dennis Brothers, Ltd., of Guildford, that of the 152 motor vehicles ordered by the Great Western Railway Company during the first week in November, no less than 108 are to be supplied by them. The model is the Dennis 2-tonner, already popular with the Southern Railway, but the G.W.R. machines are of the forward-control pattern, giving additional body-space.

**Fordson Industrial Tractor Prices Down.**—The Ford Motor Company officially announce that the price of their Fordson Industrial Tractor has been substantially reduced. The revised price list, operating from November 1st last, is as follows:—

| Model. | List Price. |
|---|---|
| Twin Tyres Industrial Tractor ... ... | £230 |
| Industrial Tractor, less wheels, but including brakes, silencer and automatic hitch ... ... ... ... ... | £185 |
| Industrial Tractor, less wheels, brakes and silencer ... ... ... ... | £170 |

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## MERSEYSIDE.

**Liverpool Cartowners' Queries.**—Cartowners engaged in cross river transport are exercising their minds as to what sort of ferry service will be provided when the new Mersey traffic tunnel is opened. The tunnel, as is well known, is primarily intended for self-propelled vehicles which will have the option of using alternative entrances on both sides of the river. Not all of these are centrally situated for dock traffic, and all of them will be approached by a long and somewhat steep gradient to and from the bed of the river. These will impose a strain on horses, and when it is remembered that the tolls and pull-up charges will be equal to, if not more than, the present charges for the use of the ferries, it will be readily seen that the advantages of the tunnel to cartowners seem somewhat dubious. Cartowners are anxious there should be a good vehicular ferry traffic service, because during the ten minutes taken for the crossing of the river, their horses are resting. Another argument of cartowners is that even if it is convenient for them to use the tunnel, it will be impossible to load their vehicles with the same tonnage that is now carried on the ferry boats, because of the long steep gradients already mentioned.

**Long Service.**—Mr. J. Lloyd, of Sandbach, has completed sixty years continuous service as a moulder at the steam wagon works of Fodens, Limited, of Sandbach. He started with the firm at the age of fourteen as an indentured apprentice.

**Railway Cartage.**—At the next meeting of the Liverpool Railway and Traders' Conference (set up by the railway companies), an interesting question will be raised concerning the charges for cartage, in circumstances where the railway companies employ an agent to effect delivery, instead of carrying out the operation themselves.

**Orders for Pagefields.**—Liverpool Corporation Health Committee has accepted the tender of Messrs. Walker Brothers (Wigan), Limited, Pagefield Iron Works, Wigan, for the supply of three complete sets of refuse collection vehicles, with the usual type of engine, and each comprising a "Pagefield" motor lorry and four horse-drawn containers, both the motor lorry and the containers to be fitted with solid rubber tyres, for the sum of £5,887 10s. Messrs. Walker Brothers (Wigan), Limited, have also obtained an order for the supply of one complete set of refuse collection vehicles consisting of one motor lorry with "Gardner" Diesel engine, the chassis to be fitted with pneumatic tyres and four horse-drawn containers, fitted with solid tyres, for the sum of £2,266 10s.

**Experts in Debate.**—Two well-known members of the South-West Lancashire transport industry, Mr. Paul, engineer of the Merseyside Touring Co., Ltd., Liverpool, and Mr. Norman E. Box, of Manchester, participated in the discussion at the dinner debate of the Manchester branch of the Institute of Automobile Engineers. Mr. John O. H. Norris (J. Cockshoot and Co., Manchester) presided.

**Coachowner and Lecturer.**—Mr. A. Kingham, Managing Director of the New Brighton Touring Co., Ltd., during the winter months is giving a series of free lectures and demonstrations at the company's premises in 19 Grosvenor Road, New Brighton, on the mechanism of motor cars. The course includes talks on the engine, the carburetter, magneto, gear box, differential, etc., the lighting systems, law appertaining to insurance, modern road signs, etc.

## MANCHESTER.

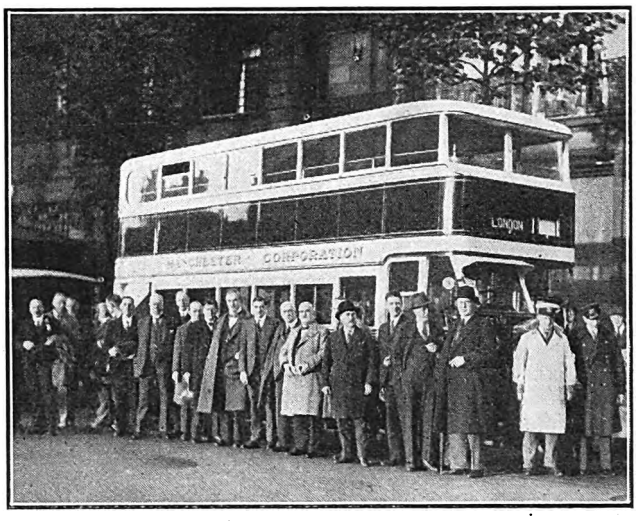
**Team Labour Contract.**—The tender of Mr. J. W. Cage, Manchester, for the hire of team labour during the period ending 31st March, 1931, was accepted by the Manchester Corporation Paving, etc., Committee.

**Experiments with Diesel Engines.**—Manchester Transport Committee intends to experiment with motor buses fitted with Diesel engines.

**Bulk Loads.**—Because of the severity of the industrial depression in the cotton towns of Lancashire, motor haulage contractors have found it a difficult matter to keep their motors on the move with paying loads. Many have had to cut their rates to something like the same figure per ton that is quoted for bulk consignments carried by six and eight wheeled vehicles which seem to be getting quite a substantial proportion of available tonnage. This form of transport has become popular in the Mersey city for through consignments mainly to the midland towns and cities.

**Transport Authorities in Conference.**—Representatives of Lancashire transport committees attended a conference at Manchester recently to consider the co-ordination of Lancashire bus services, especially long distance ones. A further meeting is to be held when representatives of the railway and transport companies will meet representatives of municipalities for the purpose of considering the points of difference.

**Tubes for Manchester?**—A conference was recently held in Manchester between representatives of the Corporation and the L.M.S. Railway Company to discuss details for a joint scheme for the provision of an underground railway. Mr. J. B. Meek, the City Engineer, said that about £3,000,000 would be spent in labour on the scheme and the total cost would be about £8,000,000. Another conference will be held at which more intimate details will be considered.

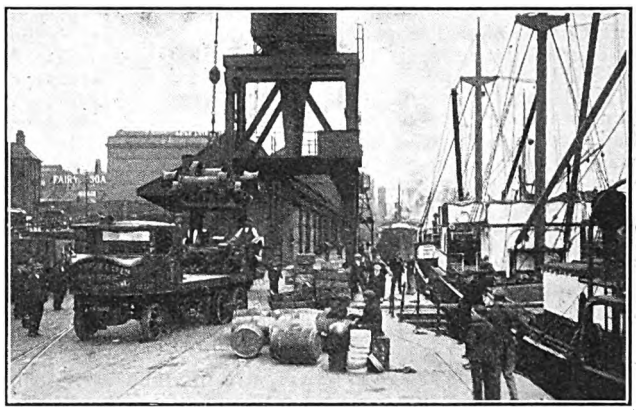



THE "CROSSLEY" 50-SEATER DOUBLE DECKER WHICH FOR THE FIRST TIME IN THE HISTORY OF TRANSPORT HAS MADE A TRIP FROM MANCHESTER TO PARIS AND BACK.

**Manchester Bus in Paris.**—One of the Manchester Corporation's double decker Crossley buses has recently returned from a trip to the Continent. Travellers by the bus were Mr. Stuart Pilcher and other members of the Municipal Tramways and Transport Association who attended a conference of the International Union of Tramways and Light Railways in Paris. It was Mr. Pilcher's idea that this form of transport should be employed. The journey was made via London, Dover, Calais and the Seine valley to Paris.

## NORTH-EAST COAST.

**Traffic Commissioners in the North.**—The three Traffic Commissioners for the Northern area will have no easy task. Newcastle is to be the Northern headquarters, and



A STEAM WAGON OWNED BY W. YOUNGER & CO., LTD., TRANSPORT SPECIALISTS, NEWCASTLE-ON-TYNE, ENGAGED ON DOCK TRANSPORT.

the area consists of Northumberland, Durham, Cumberland, Westmorland, the Furness district of Lancashire, and part of the North Riding of Yorkshire. This includes all the county boroughs in the four Northern counties, and those of Barrow-in-Furness and Middlesbrough. The granting of road service licences is one of the Commissioners' greatest tasks, and in the Northern area this will be a formidable one, as in no other districts have bus services been developed to such a great extent. The granting of licences will be carried out at public sittings.

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**Big Load of Machinery.**—On November 3rd the first consignment left Heaton Station, Newcastle, of one of the biggest loads of machinery ever carried by rail—two turbo-alternators and a condensing plant for a power station in Holland, over 1,000 tons. Put on to trucks at Heaton the load would not be taken off until its arrival at the Dutch power station, having gone direct from Newcastle to Harwich and there being shunted on to the train ferry for Zeebrugge.

**Traffic Control.**—The Unilateral system of traffic control, or one-side halts according to whether the date of the month is odd or even, is being tried in Newcastle, as mentioned last month, and seems to meet with the general approval of motorists and pedestrians alike. Morpeth has had a similar system working for some time, each side of the main street getting its turn for a week.

**Road Traffic Act.**—The Railway and Transport Committee of Newcastle and Gateshead Chamber of Commerce has been considering the Road Traffic Act, especially reviewing the clauses affecting commercial vehicles, on which Mr. A. E. Millard (Director of Messrs. Robson and Sons, Ltd., Newcastle) was invited to report.

## HULL.

**The Humber Bridge.**—The Humber Conservancy Board has decided to oppose the Bill for the construction of a bridge over the Humber. Mr. H. A. Reed, the consulting engineer to whom they went for advice, fully endorses the attitude of their own engineer, Mr. Butterfield. In a preliminary report he stated that his views were "distinctly against" the bridge proposal, both as regards the possible influence of the piers on the regime of the river, and also as regards the obstruction the bridge would offer to navigation. The influence on the regime of the river is the most important. A layman with the slightest knowledge of the river can but recognise the infinite possibilities of danger to the deep water channel the placing of twenty-two large piers to carry the bridge would create, and as the Conservators of the estuary the Board have no alternative but to place them before the committees of Parliament by whom the Bill will be considered. As the Government are backing the scheme as a means of providing work it is likely the House of Commons committee will regard it favourably, but the members of the House of Lords committee doubtless will decide upon the evidence that is submitted to them.

**Hull's Parking Station.**—Hull is to become up-to-date and provide a parking station for buses. The Chief Constable has pressed for it owing to the increasing difficulty of dealing with the traffic. The station is to adjoin the Paragon railway station and the new street. Some members of the Tramways Committee wanted the Corporation buses to be exempted from resorting to the station but they were told that if they wanted a terminus in the city that must be it.

## SOUTH WALES.

**Cardiff Transport.**—In his half-yearly report to the Cardiff Corporation Tramways Committee, Mr. Wm. Forbes (General Manager) is able to show that a decrease of £18,589 in tramway receipts is offset by an increase of £19,588 on the omnibuses. But whereas the traffic expenses in regard to trams had decreased by £5,546, there had been an increase of £6,832 on the buses. In this way, matters had been evened up. It was decided to seek tenders for six new buses, saloon single-deckers.

**Western Welsh Omnibuses.**—The mammoth garage and offices of the Western Welsh Omnibuses, Ltd., have grown to the roof stage at Ely Garden City, Cardiff, and hundreds of employees, contemplating settlement in the neighbourhood, are inquiring if the Cardiff Corporation intend to make provision for them by the inauguration of a housing scheme. It is hoped that the new buildings will be completed by the New Year. A similar large establishment for the Western Welsh Omnibuses is to be constructed at Neath, the new centre of the Company for West Wales, in the course of the next few months. Accommodation is to be provided for the housing of nearly 100 buses. A proposal is also on foot to build a large bus station in Cardiff in association with the G.W.R. Company.

## NORTHERN IRELAND.

**Road Traffic Legislation.**—The Motor Vehicles and Road Traffic Bill, introduced last month in the Northern Ireland House of Commons, makes insurance against third party risks compulsory. It also makes provision for reciprocal arrangements with Great Britain in respect of drivers' licences, and enables local authorities to incur expenditure on automatic signals. Licences issued in Great Britain will now be valid in Northern Ireland by Act of Parliament, and not by virtue of an informal agreement, as hitherto. A clause affecting bus companies imposes on them an obligation, when running a regular service, to carry whatever mails may be desired of them by the Postmaster-General, to or from places along the route. The obligation is limited to mails that can be carried without inconvenience to the passengers. If the parties cannot agree on the price, it will be fixed by the Ulster Road Transport Tribunal, of which Sir Lynden Macassey is Chairman. A new development in the Bill is a provision for the payment to a hospital where an accident case is treated, of a sum up to £25 by the authorised insurer, if he has made a payment in respect of the accident, or the owner. This clause has been put in to meet a grievance often stated by hospitals, and in this matter Northern Ireland has acted on its own. "Joy riding," or the practice of taking unattended cars for runs, and leaving them miles away—a practice that has become very prevalent here—will be dealt with and joy-riding is definitely scheduled as an offence.

**Belfast's Tramcars and Buses.**—The first of the fifty new tramcars supplied by the Brush Electrical Co. to Belfast Corporation has now been received, and will soon be on the streets. Six double-decker buses are on order and are expected shortly.

## IRISH FREE STATE.

**British Air Liner to Visit Ireland.**—Arrangements have been made for the visiting of Ireland during this month by a British air liner. A demonstration tour of the Wessex, a three-engined air liner, is to be made. This air liner, which belongs to the Westland Co., is a six-seater cabin monoplane equipped with three motors, each developing about 110 horse-power. The Wessex is expected to fly over Dublin and alight further on at Baldonnel Aerodrome for Customs examination, and it is planned to make a trip to Cork and to descend on the landing ground at Ballincollig, some six miles from Cork City. During the progress of this interesting demonstration tour it seems that invitations will be sent to the municipal authorities, chief industrialists, and others interested in air transport, to visit the Aerodrome and see the Wessex in operation at close quarters.

**Establishment of Air Transport in Ireland.**—During the past month Sir Alan Cobham, K.B.E., A.F.C., has been advocating in a practical way the establishment of air transport in Ireland. A number of the municipal authorities in the Irish Free State have been written to on the subject by Sir Alan, and his communications have occasioned considerable interest and discussion amongst members of public bodies. In the course of the letter it was pointed out to the municipal authorities that in view of the rapid extension of air transport and air travel, he should like to refer to the necessity for reserving a landing ground for aircraft to cater for the future needs of particular towns and districts, and to suggest that the best site in the neighbourhood for this purpose should be ascertained as soon as possible. There are so many development schemes in hand at the present time that there is a danger that the most suitable site for a landing ground within the environs of your town will be rendered useless by new arterial roads, housing estates, and overhead electric cable lines. Good sites for landing grounds are rare, and as there is usually one site near every centre which, perhaps, by the removal of a few hedges and ditches, is better than any other, it is essential that its position should be known to local authorities immediately with a view to developing it when the need arises. The requirements at a small town are:—An open piece of ground, within easy reach by road, marked with the towns name, and provided with a simple wind indicator. "I have been consulted on this question,' Sir Alan explains, "by more than 60 towns during the past twelve months, and have found that the only certain method of finding the best site in any district is by making a complete search by car and on foot, because in this way it is impossible to miss a likely site, each being considered for a landing ground before I make a decision as to the best one. In order to make it possible for private aircraft owners and tourists generally to visit every part of Ireland by air, a landing ground is essential at each town." A good deal of importance is attached to the interesting opinions expressed in the letter.

**Irish Free State's Half Year's Revenue from Motor Vehicle Duties.**—For the six months ended 30th September—the first half of the financial year—the Irish Free State revenue derived from motor vehicle duties amounted to £300,000, as against £290,000 for the corresponding six months in 1929.

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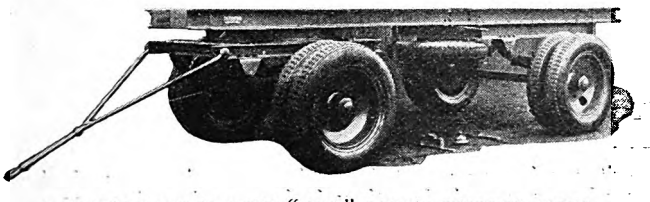
# A Roller Bearing Axle complete with Brake Gear for High Speed and Heavy Duty Trailers.

(Specially Contributed)

THERE are few mechanical devices of which the design has developed so little as is the case with the under-carriage of the ordinary wheeled vehicle.

As soon as trailers for motor lorries were introduced an improvement in the axles of the vehicles became imperative because the existing designs of hubs as, for instance, the cast-iron bushes, were found to be unsuitable at high speeds. They quickly wore out, ran hot and broke under shock loads whilst the vehicle was in use. This being the case, the use of plain bearing axles with bronze sleeves in steel hubs—the so-called "trailer axles"—was commenced and the axles were found to wear well. At the speeds at which the trailers are generally run for

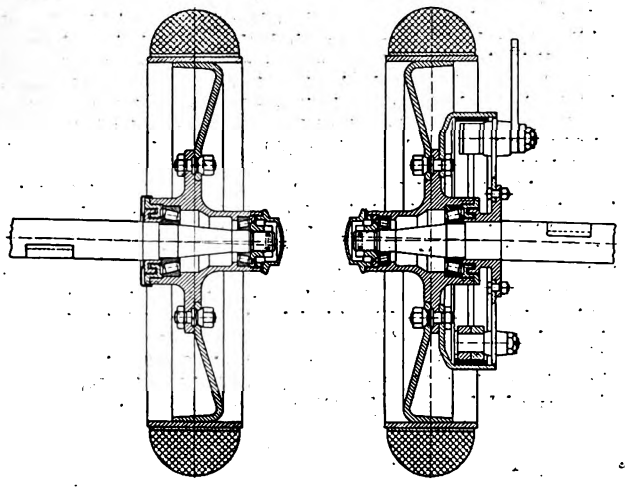


A TASKER TRAILER WITH "SKF" ROLLER BEARING AXLES.

long distances, it was found, however, that even these axles were not sufficiently reliable; besides which the frictional losses, the consumption of oil and the amount of attention required were very heavy.

Of late years several attempts have been made to introduce on a large scale ball bearing hubs for horse-drawn vehicles and trailers, but without great success, due, partly, to the disinclination on the part of the vehicle builders to pay the extra price and partly to the frequent use, through inexperience, of bearings with inadequate load-carrying capacities. Axles that had been provided with ball bearings of adequate capacity functioned well and large numbers are still in use with carriers and brewers.

The progress made in introducing roller bearing axles for heavy vehicles was at first quite insignificant and was due to the same difficulties.



SKF Taper Roller Bearing Trailer Axle with single disc wheel for solid tyres.

Type for single disc wheel complete with internal expanding brakes. Method of taper roller bearing mounting and protection will be seen.

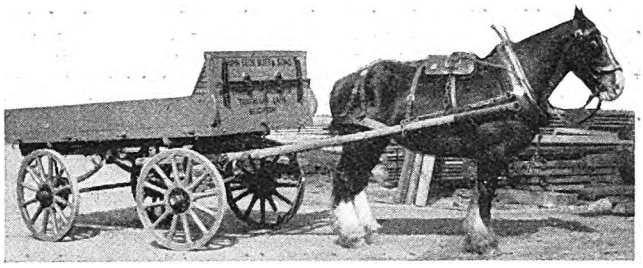
The particular requirements of the coach-building industry made it imperative that complete axles and hubs of different designs should be available for their use, and a realisation of this fact led the SKF organisation to standardise complete ranges of hubs and axles suitable for trailers.

### DESIGN AND CONSTRUCTION.

The axles are forged from special Siemens-Martin steel, of high tensile strength, and the flaps are forged out of the solid which provide for easy and reliable fixing of the springs. The hubs are forged of the same material.

SKF Taper Roller Bearings of standard sizes are fitted on the axle ends and in the hubs; both are provided with seatings ground to the required limits.

The outer rings of the bearings are pressed against shoulders in the hub—the outer ring of the inner bearing being secured by the threaded inner cover, which has



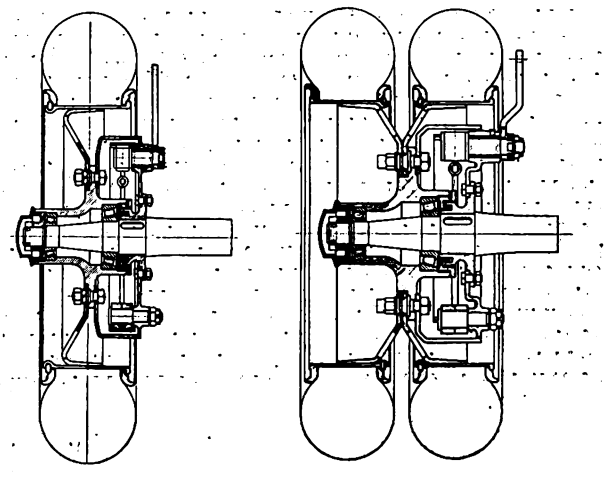
HORSE LORRY WITH "SKF" ROLLER BEARING AXLES.

right-hand threads on the right-hand side and left-hand threads on the left-hand side, while the outer ring of the outer bearing is secured by means of a ring nut screwed into the hub. This ring nut has only a right-hand thread. The principal function of the outer ring nut is to prevent the inner ring and rollers from falling out and collecting dirt when the complete hub is drawn off.

The inner ring of the inner bearing fits against a shrunk-on collar, and that of the outer bearing against an axle nut. The inner cover is so made that when the hub is drawn off the rollers and inner ring are prevented from falling out of the hub.

Sealing is effected by means of a labyrinth formed by the intermeshing of inner cover and collar.

On the outer end of the axle is a castle nut with six slots. In the threaded portion of the axle two holes are drilled at an angle of 90° with one another for the purpose of receiving the split pin. The interval between successive locking positions is therefore 30°. The pitch of the thread employed makes the adjustment sufficiently fine.



Single disc wheel with giant pneumatic tyres fitted with SKF taper roller bearing axle.

SKF Taper Roller Bearing Axle fitted to single dise twin wheels with giant pneumatic tyres. Complete with internal expanding brakes.

When brakes are fitted the axles have special collars provided with flanges to which the brake plates are fixed by means of suitable bolts. The brake plate serves as a support for the brake cam and pivot pin, besides enclosing the brake mechanism. This special arrangement for fixing the brake plate allows the brake lever to be adjusted

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to various positions if space does not permit the lever to take up the normal position on the top centre of the drum.

A further advantage is the provision of means for varying the final adjustment of the brake lever in relation to the position of the cam. This is essential in the case of vehicles provided with air-compression brakes. The brake shoes have a special lining giving the maximum amount of life. The brake drums are fixed to the hubs by means of the same studs that serve to attach the wheels to the hub flanges.

The brake drums are manufactured from pressed steel, the brake collars and plates being of forged steel, the brake shoes of cast steel, while the brake cam is of high class tool steel.

THE PRINCIPAL ADVANTAGES OF SKF ROLLER BEARING AXLES MAY BE SUMMARISED AS FOLLOWS:

A considerable reduction of tractive effort required for haulage, as much as 30 per cent. to 45 per cent. being recorded on good surfaced roads with moderate gradients. In the case of motor-hauled trailers, the initial effort is reduced to a minimum, thus conserving the efficiency of both clutch and engine. Greater loads are possible and, owing to the ease of starting, handling in traffic is facilitated. The consumption of lubricant is reduced by 80 per cent. to 90 per cent. as lubrication is necessary only once or twice a year. The amount expended on non-productive wages in lubricating and general maintenance may, therefore, be considerably curtailed. A trouble, common to plain or phosphor bronze bearing hubs, is "heating-up." This is entirely eliminated in the case of SKF Taper Roller Bearing Hubs, as pure rolling motion takes place in the rotating parts.

There is a very comprehensive range of the axle sizes for varying loads, ranging from the smallest, which is capable of carrying a load of 7 cwts. to the largest, which carries a load of 12 tons.

Design, material and workmanship of the axles and brakes is such that they are eminently suitable for high speed trailers, and for trailers which have to carry heavy loads under severe conditions.

Large numbers of these axles are already being used in this country, and on the Continent over 30,000 are running very satisfactorily. These roller bearing axles are made at Luton, Bedfordshire, by the Skefko Ball Bearing Company, Ltd.

## Transport in Scotland.

**Present Rail and Road Position.**—The struggle for supremacy on the road between contemporary bus firms which marked the earlier stages of bus activity in Scotland has now more or less subsided. It the past two years there has been a constant recession of the smaller element such as the single bus owner, while at the same time a gradual process of absorption among the larger bus concerns has continued. The Scottish Motor Traction Co., Ltd., together with its associate companies forms the largest and most power group north of the border. The railway companies have an interest in this company. Edinburgh is the radiating centre for the parent company of the group while Glasgow, Aberdeen, Inverness, Kirkcaldy and other towns form centres of operation for the associate companies. In the opinion of a prominent Scottish Railway official it is expected that soon the whole of Scotland will be catered for by a vast network of rail-road co-ordinated transport services. There seems little hope of any agreement being reached between municipalities and the railway companies towards a co-ordinated scheme for municipal and privately owned buses. Overtures have taken place between the parties concerned but the matter has been shelved for the time being at any rate.

**Albion Motor Car Co., Ltd.**—A third repeat order was recently placed with this firm for 14 single-deck Albion bus chassis from the Cape Electric Tramways, Limited, for their services in Cape Town and Port Elizabeth.

**Glasgow Bus Dispute Settled.**—A provisional arrangement between the Chief Constable of Glasgow and the representatives of the principal bus companies operating in the city has terminated a long standing dispute between the Magistrates and the bus proprietors. For some considerable time the problem of bus congestion in the streets of Glasgow and the overcrowding of the bus stances has been engaging attention. The Magistrates instructed the Chief Constable to confer with the bus owners, and among other things a special point for consideration was the possibility of buses being run to a depot or garage instead of the existing stances. After receiving the Chief Constable's report the Magistrates received ex-bailie Thomson, of Edinburgh (S.M.T. Co., Ltd.), and Mr. Muir Wilson, writer, who represented the bus proprietors, and these gentlemen stated that they had secured options on properties in the city in anticipation of the proposed settlement being carried through. It was accordingly agreed by the Magistrates to recommend that the buses belonging to the proprietors represented at the conference—about 90 per cent. of the total—be allowed to arrive at and depart from the proposed stations in Waterloo Street and Killermont Street as soon as these were ready.

**Aberdeen Scraps another Tram Service.**—At a recent meeting of the Aberdeen Town Council it was decided by a majority to discontinue the tramway service on the Ferryhill route and run a bus service in its place. The Council recently came to a similar decision in regard to the Torry route.

**Glasgow Transport Inspection.**—The annual inspection of the Glasgow Municipal Transport Department took place last month. A visit was paid to the new garage at Larkfield, the extension to which has been practically completed. The Convenor of the Department, Councillor P. J. Dollan, stated that the past year had been one of the most successful in the history of the Department. They had obtained from Parliament powers which, in effect, gave them a monopoly of transport within the city, while they had almost carried through their scheme of reconditioning all the tram cars at a cost of nearly £1,000,000. Work had also been commenced on the installation of the new boiler plant at Pinkston Power Station. Bus services had been augmented to the extent of 225 vehicles and another 100 were under construction. Larkfield garage has been opened and was being extended to provide for 175 buses. Seven acres of land had been bought at Anniesland in the northern part of the city on which it was proposed to build a super-garage to accommodate 200 vehicles. Sites for other garages were being prospected. At the present time the Corporation had 1,100 tram cars and 250 buses which made their undertaking the largest of its kind in the United Kingdom outside of London. The Department had over 8,500 employees and in the past year spent £1,370,000 in wages, so that the undertaking was now probably the largest employers of labour in the Glasgow area.

## In Parliament.

**Speed of Motor Coaches.**—Asked by **Sir George Penny** whether, in view of the high speed at which many of the heavy passenger motor coaches are driven on the roads, he would make it compulsory for a schedule time record of each journey to be made by the driver, both as a protection to the public and to provide evidence should it be required in case of accidents? **Mr. Herbert Morrison** (Minister of Transport) said that sub-sections (3) and (5) of Section 72 of the Road Traffic Act provided for the submission to the Traffic Commissioners of time tables or of other particulars as to the times to be taken on the journeys and the Commissioners were required to refuse road service licences if, from the particulars deposited, it seemed likely that the speed limit applicable to the vehicle would be contravened. It would be for the Traffic Commissioners to consider whether in certain cases the maintenance of a time record should be made a condition of the grant of a road service licence.

**Sparks from Traction Engines.—Lt. Colonel Acland-Troyte** asked the Minister of Transport whether he was aware that much damage had been done to buildings and crops by fires caused by sparks from traction engines; whether he had made any regulations to prevent this damage; and when any such Regulations would come into force? **Mr. Herbert Morrison** said that his attention had been called from time to time to damage alleged to have been caused by sparks from traction engines. He had the point under consideration in connection with the Regulations under Part 1 of the Road Traffic Act, 1930, now in course of preparation.

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# Scottish Motor Show.

## Opening Ceremony.

A NOTE of optimism characterised the speech of Mr. G. M. Gladstone, president of the Scottish Motor Trade Association at the opening of the Scottish Motor Show in the Kelvin Hall, Glasgow, on Friday, the 7th November. The show closes to-day, November 15th.

Speaking of the motor industry the president said that like all others it was affected by the general trade depression, but, fortunately it was not so marked. The manufacturers, with their ambitious programmes, had sounded the note of optimism. They must not, however, rest on optimism. They must be up and doing. Every member of the trade must put his shoulder to the wheel.

He called attention to the need for expert salesmanship and said that in his opinion the speech of the Prince of Wales on salesmanship was not taken sufficiently to heart by the nation. Good salesmen of the type required were very scarce. The successful motor car salesman must know his car.

Continuing, the president said the present commercial vehicle show was the only one to be held in Great Britain this year under the auspices of the Scottish Motor Trade Association, and it was a notable point that there were more stand-holders this year than ever in the Scottish Motor Show. All available space had been let. It was evident that greater interest was now taken in the commercial vehicle passenger bus, and the enormous strides which had been made for the comfort of bus passengers would be seen. A brilliant array of pleasure cars were on view, and never had the manufacturers given the public such value.

Never was an industry more handicapped with burdens of direct taxation than the motor industry, and the time was certainly not far off when a great outcry would be made against the Government's hampering influence on the advancement of the great motoring industry.

In declaring the motor show open Lord Provost Mr. Thomas Kelly said that it was surely a matter for congratulations that this year's show was a record. It was his earnest wish that the exhibition would result in increased business and give an impetus to the trade generally.

## The Banquet.

Over 400 sat down to the Banquet of the Scottish Motor Trade Association which was held on November 10th, in the Grosvenor Restaurant, Glasgow. Mr. G. M. Gladstone, president of the S.M.T.A., presided. Among other leading personages in the motor world present were Sir William Morris, Sir Herbert Austin, Sir John Samuel, Sir Edward Manville, Sir George Beharrel, Sir William Sleigh, and Sir Iain Colquhoun.

Proposing the toast of "The Scottish Motor Trade Association and Exhibition" Sir Edward Manville pointed out that the funds which were forthcoming from motor shows enabled the trade to carry on various activities which would not otherwise be possible, such as benevolent work and the watching of legislation which might have an adverse effect upon motoring. He was convinced also that they had enabled the British Industry to put before the public products which were certainly not at the bottom of the list in comparison with the products of other countries.

Replying to Sir Edward Manville the president dealt first of all with the reports of business coming from the Scottish Motor Show, which he said had, so far, been very good indeed. The greatest confidence possible, he continued, had been placed in the Scottish Motor Trade Association by the Society of Motor Manufacturers and Traders, inasmuch as each year they had allowed the Association to carry on the Scottish Motor Show.

In the course of his speech he quoted a report on the conditions of the engineering industry showing that orders were coming in for heavy foundry machinery, indicating that preparations were being made for a large amount of new work. In the past few weeks there had been a constant rise in the demand for machine tools—another significant indication that there was machinery at work somewhere, and that orders were being anticipated.

"The spirit of optimism is reigning in Kelvin Hall" he said, "And I forsee in the near future that business will get over the bunkers and make straight for the greens." (Applause).

Sir Iain Colquhoun, Bart., of Luss, submitted the toast of "The City of Glasgow" and made an earnest plea for better facilities for the outlet of youthful energies in Glasgow, particularly as regards sport.

The Lord Provost, Mr. Thomas Kelly, who replied, said, he had no doubt Sir Iain's speech contained an appeal to him to use his casting vote as Lord Provost in the direction which Sir Iain desired. But he would have to wait and see how the discussion went in the Town Council the following Thursday when the question of allowing the use of the Kelvin Hall for boxing would be raised.

Bailie John T. Young, past president of the S.M.T.A., stressed the fact that he believed there was no advertising medium which gave so much publicity to the motor industry as the holding of the annual shows in London and Glasgow.

He took the opportunity to state that motor traders in Scotland were not yet satisfied that delivery charges could not be included in the retail prices of the car and they accordingly urged the Society of Motor Manufacturers and Traders to exert themselves on this very important matter. Furthermore, they were not satisfied that manufacturers should demand customers names to whom manufacturer's products had been sold. They maintained that the purchaser of a motor car should be handed the "Guarantee" by the agent, and that the purchaser's name should be part of the goodwill of the agent and not the manufacturer. He reminded his hearers that they were depending upon the Society to keep before the Ministry of Transport and the Chancellor of the Exchequer the necessity of an alteration regarding the horse-power tax and thereby enable the British manufacturer to make motor cars to compete with any other country in the world.

Concluding, Bailie Young paid Mr. E. H. Blake, president of the S.M.M. and T. a fitting compliment saying he could quite safely state that as the president of the Society Mr. Blake upheld the dignity of the office and was maintaining the high standard which has been created by illustrious predecessors.

Replying to Bailie Young, Mr. E. H. Blake president of the Society said Scotland had played a very full part in the work of assisting the development of the motor industry, and the society had always recognised that they had advanced a long way since the old days. A certain Chancellor of the Exchequer some time ago received a deputation on the subject of motor taxation and he referred to the motor trade as being an extremely buoyant industry. The truth was that as an industry during the last three years they had been definitely held back by the ever increasing burden of taxation, and it was time to call a halt.

In looking around the show at the Kelvin Hall it was pleasing to observe the distinct note of the optimism everywhere. The increase in commercial and passenger vehicles showed that the policy of extensive roadmaking that had been undertaken by their authorities during recent years was having a beneficial effect not only on the trade but to the community at large. They had pierced their magnificent Highlands with wide, well drained, and smooth surface roads to enable the motorist to use them to the best possible advantage. He thought that the policy which was in the forefront of the programme of their Northern Authorities, was one that must be heartily commended as it brought in its train increased progress and prosperity. Scotsmen to-day, he humorously remarked were sufficiently clever to draw more from the Road Fund than they contributed directly to it. During the year ending March, 1929, Scottish Roads had drawn from the Fund a matter of £911,256 in excess of their contribution. If that was not hard headed business he did not know what was. The difficult times through which their industry and other industries were passing emphasised to the fullest extent the necessity for homogeneous co-operation on the part of all the trading associations of the Society. They knew full well that unless they made their voice heard the burden of taxation to which they were subjected would not be reduced and might even be increased. If they desired as he was sure they all did most urgently, that the total taxation on motor vehicles be reduced or that the incidence of taxation on private cars be altered so that British manufacturers would have a better opportunity of extending their overseas markets, they must be unified in their appeal. (Applause).

The toast of the "Chairman" was honoured on the call of Mr. H. L. Richardson, vice president of the Scottish Motor Trade Association.

Presentation—In recognition or his many years' service on the Council and his two years' services as president, Bailie John T. Young was presented with a canteen of cutlery.

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# Road Traffic Act, 1930.

## PART I.
## Regulation of Motor Vehicles.

IT is proposed to bring the whole of Part I of the Act into force on the 1st December with the exception of sections 10, 17, 19 and 25. The most important of the sections which will thus become operative on the 1st December are those relating to the licensing of drivers, careless and dangerous driving, and other offences in connection with the driving of motor vehicles.

It is proposed that **Section 10** of the Act which deals with the maximum speeds at which motor vehicles of different classes may be driven and which abolishes the speed limit in the case of ordinary motor cars and motor cycles should come into force on the 1st January.

**Section 17** of the Act which deals with the number of persons to be employed in connection with vehicles and trailers will also come into operation on the 1st January next.

The operation of **Section 19** of the Act which deals with the maximum number of hours which may be worked by the drivers of locomotives, public service vehicles, motor tractors and goods carrying vehicles will be deferred until the 1st February next.

The date when **Section 25** will be put into force has not yet been decided upon. This section deals with the powers of bridge authorities to prohibit the use of weak bridges by vehicles weighing more than the bridge will safely carry.

### LICENSING OF DRIVERS.

New regulations entitled the Motor Vehicles (Driving Licences) Regulations will be made in the course of the next few days.

On and after the 1st December, the old form of driver's licence under the Motor Car Act, 1903, which was issued without question as to the physical fitness of the applicant, will cease to be issued but the old licences issued up to and including the 29th November will be valid until their normal date of expiry, subject to certain exceptions which are set out below.

Under the provisions of the Act, a person under 16 years of age in possession of a motor cycle driving licence will not be allowed to drive a motor cycle after the 30th November, unless he satisfies the licensing authority that he was in the habit of driving a motor cycle for the six months prior to the 1st January, 1930, **in which case he must surrender his old licence on the 1st December** and obtain a new licence under the new Act.

Similarly, a person under 21 years of age will not be allowed to drive a locomotive or tractor or heavy motor car unless he satisfies the licensing authority that he was in the habit of driving a motor vehicle of that class for the six months prior to the 1st January, 1930, and in this case also **he must surrender his old licence** and obtain a licence under the new Act.

Hitherto it has been the practice of some licensing authorities to issue reminders to holders of expiring driving licences. The Minister has come to the conclusion that the system of sending reminders cannot be justified in view of the work and expenditure involved, and the fact that responsibility should properly rest upon drivers. The Minister has accordingly instructed all licensing authorities to cease sending reminders where they have hitherto been in the habit of so doing.

An important point to be borne in mind by the holder of a driving licence issued under the new Act is that upon receiving a driving licence he must sign it with his ordinary signature in the space provided at the bottom of the licence; failure to do so will render him liable to a fine not exceeding £5.

## PART II.
## Provision Against Third Party Risks Arising Out of the Use of Motor Vehicles.

This Part of the Act is dealt with in another part of this issue. It will become effective as from the 1st January next.

## PART IV. Regulation of Public Service Vehicles, and PART V. Running of Public Service Vehicles by Local Authorities.

It is proposed that the time-table for bringing these parts of the Act into operation should be divided into three stages:—

### FIRST STAGE TO COMMENCE 1ST DECEMBER, 1930.

The main object to be achieved during this stage is to get the Traffic Commissioners appointed and into the saddle. For this purpose it is proposed to bring into operation such provisions of the Act as are required to allow the following action to be taken:—

Constitution of traffic areas;
Formal appointment of Commissioners, Certifying Officers, Examiners and other staff;
The making of the necessary Orders, Regulations, etc.; also the prescription of fees and other matters.

### SECOND STAGE TO COMMENCE 1ST JANUARY, 1931.

During this stage it is intended that the Commissioners should receive applications for licences, consents, etc., and be able to consider them and reach decisions, so that at the end of this stage there can be a complete change-over on a specified date (provisionally fixed for 1st April) from the present system to the new one under which 12 Traffic Commissioners will replace local licensing authorities. For this purpose it will be necessary to bring into operation on the 1st January, 1931, such provisions as are required to enable the following action to be taken:—

To allow the Traffic Commissioners to consider applications and objections, and to issue and back licences of all descriptions.
To allow Certifying Officers to issue certificates of fitness and suspend public service vehicle licences.
To allow the Minister to approve type vehicles.
To allow the hearing and determination of appeals.
To enable Local Authorities to make applications under Part V. for the extension of their services.
Other matters incidental to the above.

By these means it is hoped that the various applications will have been dealt with and licences, consents, etc., issued during this stage; but the licences and consents so issued will not be valid until the date for the third and final stage is reached. During these two preliminary stages the existing Licensing Authorities will continue to deal with applications for licences made to them as at present. It is hoped that in so doing the Local Authorities will continue to exercise their powers with care and responsibility.

### THIRD STAGE.

It is hoped that the date for the commencement of this stage may be 1st April, 1931.

At this point the provisions of these parts of the Act will be brought fully into operation and there will be a change-over from the existing licensing system to that established under the Act. From that date omnibuses and motor coaches will only be operated in accordance with a road service licence granted by the new Traffic Commissioners. Local Authorities will also be able from that date to start operating any extensions of services which may have been approved by the Commissioners in accordance with the provisions of Part V. of the Act.


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# Public Health Congress and Exhibition.

## Royal Agricultural Hall, London.

## November 17th to 22nd.

The Public Health Congress and Exhibition, which will be held from Monday, November 17th, to Saturday, November 22nd, at the Royal Agricultural Hall, London, will be opened by the Rt. Hon. Arthur Greenwood, M.P., Minister of Health, who in doing so will address the Delegates. Each day, up to Friday inclusive, papers will be read by well known men on subjects connected with public health and important meetings of associations will also take place every day.

During the week of the Exhibition a series of important demonstrations will be held, on the Exhibition premises, of various types of mechanically propelled municipal vehicles.

In order to make this possible the organisers have, at considerable expense and with outstanding enterprise, arranged for the laying of a length of roadway, which will be complete in all respects to meet the requirements of the demonstrations.

The length of the road will be 150 ft. with a width of 30 ft. The surface will be cambered in order to take off the surface water and a patent channelling will be installed, complete with gullies and manholes.

The organisers invited tenders from a group of road firms whose material would be suitable for this work. The chief considerations being the speed required for laying the roadway—only 6 days being available for preparation, and after the demonstration the whole of the work was to be cleared away in readiness for the Smithfield Show that would follow.

After careful consideration of all the suggestions put forward, it was decided that the quotation and scheme submitted by Unaphalt Roads, Ltd., should be accepted, whilst the footpaths and channellings are to be placed in the hands of the Liverpool Artificial Stone Co., Ltd. John Knowles, Ltd., will supply the gullies.

Demonstrations will be held each day, and on Wednesday afternoon of November 19th a special Demonstration is to be arranged before the members of the Institution of Municipal and County Engineers, who have nominated a group of experts who will judge the claims of the manufacturers in respect of the vehicles demonstrated.

It is anticipated that many local authorities will accept this unique opportunity of witnessing the performances of the respective vehicles before making a choice for their individual requirements.

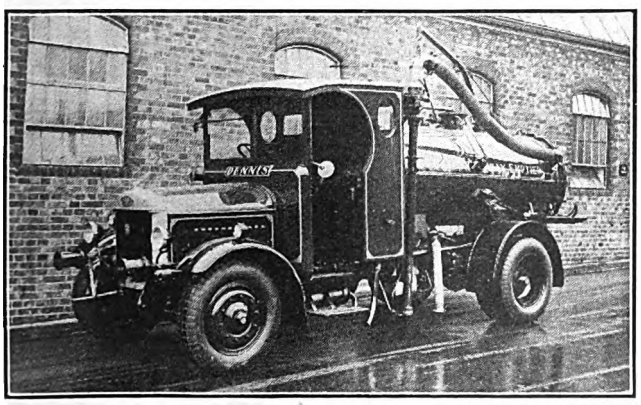
The demonstrations will be open to all the Delegates and other officials attending the Exhibition, but tickets will be necessary to obtain admittance to the Gilbey Hall.

**Allan Taylor Engineering & Manufacturing Co.**, 126/128, High Street, Wandsworth, London, S.W.18. The exhibit will comprise a 7 cubic yard capacity hydraulic tipping A.T. low loader.

**Chloride Electrical Storage Co., Ltd.**, Clifton Junction, Nr. Manchester. The exhibits of this firm will be (1) The "Keepalite" system of automatic emergency lighting in hospitals and public institutions, which will be shown in actual operation. (2) Chloride batteries for all lighting services, and (3) Exide-Ironclad batteries for the propulsion of electric trucks in hospitals and institutions, also for propelling electric refuse-collection vehicles for sanitary service.

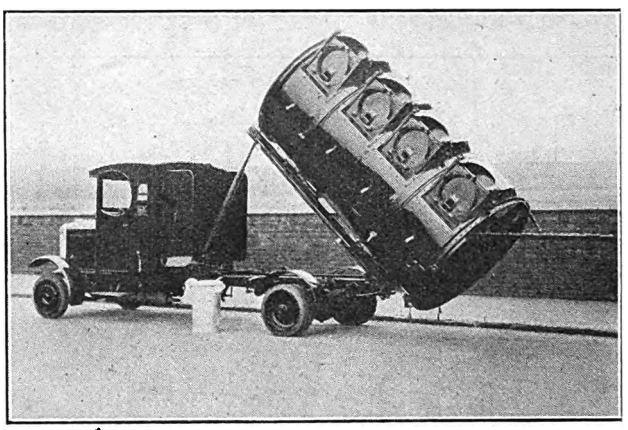
**D.P. Battery Company, Ltd.**, Bakewell, Derbyshire. The exhibits will comprise a comprehensive display of "Kathanode" batteries as supplied to cleansing and other municipal departments, together with sectional cells showing the manner in which the patent "Kathanode" separators are fitted, in order to prevent loss of active material from the plates. In addition, D.P. Stationary cells will be shown, as supplied for lighting hospitals and other public institutions.

**Dennis Bros., Ltd.**, Guildford. The exhibits of this firm comprise:—(1) a 2-ton refuse collector with a capacity of 7 cubic yards which is provided by the specially designed steel body which tapers outwards towards the rear to facilitate emptying. The chassis of this collector is a Dennis 2-tonner with forward control giving maximum body space, wheelbase 10 ft. (2) A 550 gallon gully emptier will also be shown, which machine is available for street-sprinkling, sewer-flushing, channel-flushing and cesspool-emptying, by the incorporation of special fittings to the tank. This machine has been specially designed for use in towns having insufficient work to justify the purchase of a large machine. Neither of these two machines briefly referred to have previously been exhibited at any show.

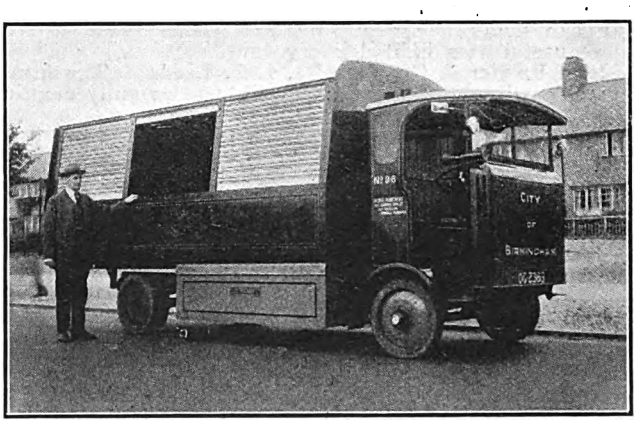


THE DENNIS 550 GALLON GULLEY-EMPTIER.

**Eagle Engineering Co., Ltd.**, Eagle Works, Warwick. The exhibits will comprise (1) an Eagle patent rotary bin changing trailer as shown in the accompanying photograph. This ensures a most perfect dustless and hygienic system for refuse collection, and is designed to carry 88 bins, giving low loading facilities. (2) An Eagle patent hygienic refuse body mounted on an A-3 Thornycroft chassis, the body of which is fitted with patent dustless covers to prevent the refuse blowing about. The vehicle has a low loading line and is fitted with an automatic opening taildoor and hydraulic tipping gear. (3) A similar outfit to the above but mounted on a Vulcan 35-40



THE NEW EAGLE DUSTLESS REFUSE COLLECTOR.



A 3½-TON LOW LOADING REFUSE COLLECTION MACHINE SPECIALLY BUILT BY ELECTRICARS, LTD., FOT THE CITY OF BIRMINGHAM.

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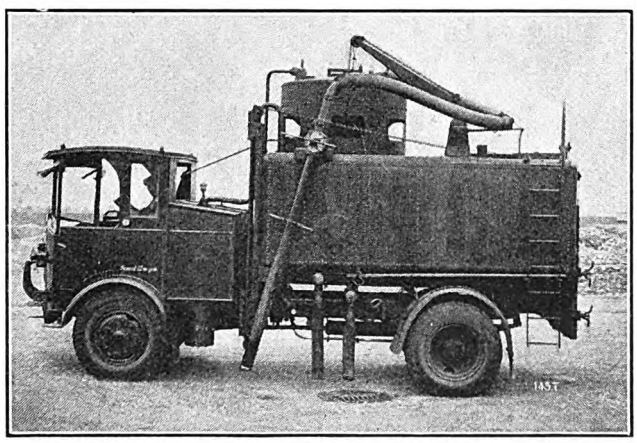
cwt. chassis will also be shown. (4) A New-Eagle rotary refuse collector for use with tractors or motor chassis. Perfect dustless system worked in conjunction with Ess-Em bins.

**Electricars, Ltd.,** Lawley Street, Birmingham. This firm will exhibit their Electricar 3½-ton low-loading refuse collection machine, specially built for the Borough of Southampton, fitted with their new patent rolling shutters. The fixed canopy on the top collects rising dust. The steel shutters can be manipulated with the greatest ease and will stay in any position. The increased body capacity which is afforded by these shutters allows for bulky and light refuse without packing, although the height of the body will allow a packer inside if required. A similar vehicle to the above, specially built for the City of Birmingham, fitted with their patent rolling shutter, as shown in the accompanying photograph, will be exhibited in Gilbey Hall.

**Ford Motor Co. (England), Ltd.,** Trafford Park, Manchester. The exhibits entered by the Ford Motor Company, Ltd., include the following:—Ford 30 cwt. truck. Many improvements have been made in this useful vehicle during the past year. It is perhaps the most adaptable of all commercial vehicles and is used, not only by carriers for their lighter transport, but by traders of all kinds. Ford hydraulic three-way tipper. The new Ford three-way tipper enables the load to be dumped exactly where it is required in the minimum of time. The hydraulic pump which is driven off the gear box is brought into engagement by a detachable lever in the floor of the cab in which position it is easily reached by the driver when he is in the cab or standing at the side of the vehicle. Fordson industrial tractor. This well-known machine owing to its small size, light weight and 21 ft. diameter turning circle can be manœuvred in spaces too confined for any other method of mechanical transport. Ford enclosed light van. This vehicle now has increased loading space, smarter body lines, sliding windows to the cab doors and other features which make it still more useful as a light delivery van.



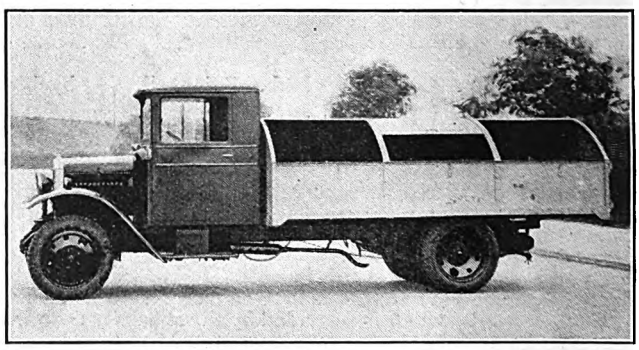
THE FOWLER PATENT GULLY EMPTIER.

**John Fowler & Co. (Leeds), Ltd.,** Leeds. The firm's exhibits will comprise the "Fowler" steam gully emptier which has many uses including the emptying, cleansing and re-sealing of gullies, emptying cesspools, street washing and sprinkling, channel damping, kerb washing, sewer flushing, etc. It can also be used for supplying steam or hot or cold water under pressure for cleansing purposes, and apparatus can be fitted for injecting disinfectant into the gullies after cleansing. Another exhibit, here illustrated, will be the petrol gully emptier which is built on the same lines as the vehicle mentioned above except that the power unit is a petrol engine instead of steam. This machine will be used for demonstration purposes.

**General Vehicle Co., Ltd.,** 15, Devonshire Street, Bishopsgate, E.C.2. The exhibits will comprise a G.V. 2-ton low loading electric vehicle and a G.V. six-wheel heavy low loader.

**Karrier Motors, Ltd.,** Karrier Works, Huddersfield. This firm's exhibits will comprise:—(1) A standard "RSC" type road sweeper, sprinkler and collector, 200 of which are being operated in this country by progressive municipalities. (2) A standard "CYR" type 2½ ton low loading refuse collector with end tipping body of 8 cubic yards capacity, as illustrated. This machine will be equipped with metal dust covers, mechanically operated. (3) A "DRC" type dustless refuse collector, also here illustrated, which has recently been placed on the market. The totally-enclosed body will have a capacity of ten cubic yards. (4) Of interest will be their new Three Wheel low loading refuse collector with a capacity of six cubic yards, which is to be shown in public for the first time. The vehicle incorporates a 7 h.p. power unit, has a maximum speed of 25 m.p.h. and can turn completely round in a 20 ft. circle. Under full load conditions the machine has a petrol consumption of 14 m.p.g. The bodywork of the machine exhibited will be tipped hydraulically and can be fitted with roll up canvas covers.

**Morris Commercial Cars, Ltd.,** Soho, Birmingham. This firm will exhibit two vehicles, namely:—A Morris-Commercial 35/40-cwt. refuse collection vehicle with all steel body and sliding metal covers. This is on their standard 11 ft. wheel-base chassis with 4-cylinder engine developing 35 h.p. The body is built with small wheel arches to give the lowest possible loading line and it is tipped by hydraulically operated gear. Their second exhibit will be a 35/40-cwt. long wheel-base refuse collection vehicle as illustrated. The chassis has a 13 ft. wheel-base which



MORRIS COMMERCIAL 35/40 CWT. LONG-WHEELBASE ALL METAL REFUSE COLLECTION VEHICLE.

LEFT: THE "DRC" TYPE KARRIER DUSTLESS REFUSE COLLECTOR. RIGHT: "CYR" TYPE KARRIER LOW-LOAD REFUSE TIPPER.

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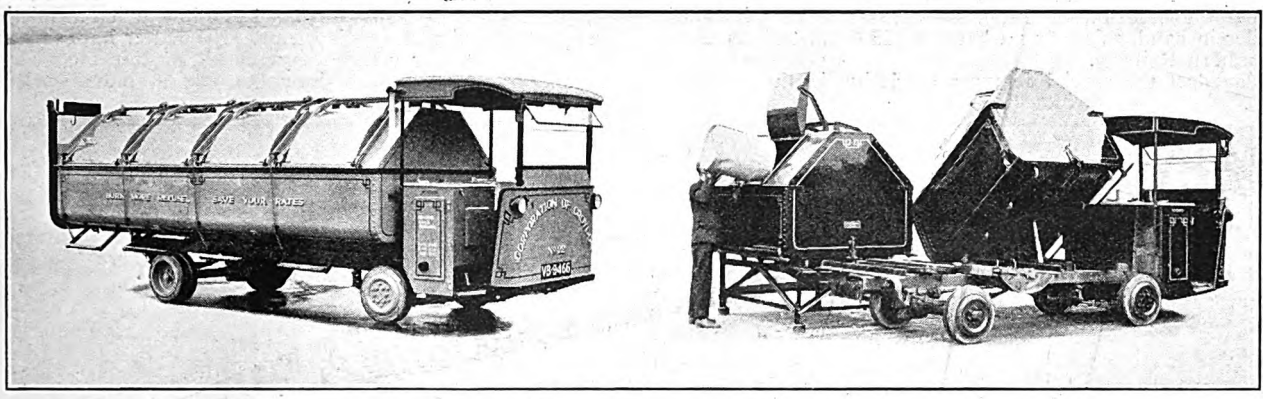
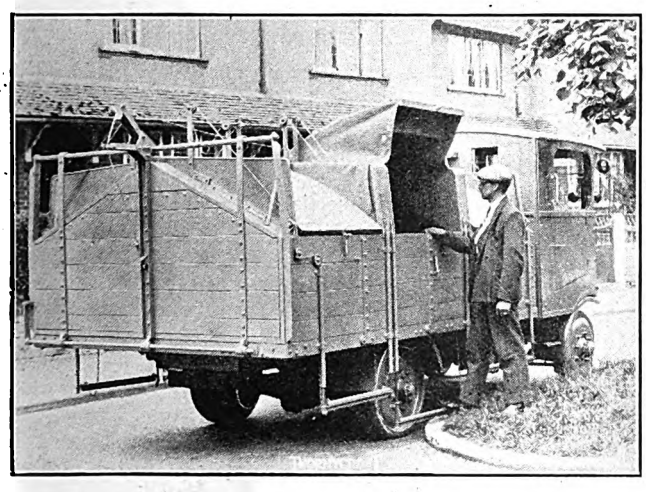
allows for an extra large body and ample accommodation for the driver, behind the engine. It has a 4-cylinder engine developing 35 h.p. This vehicle has a very low loading line of only 4 ft. 6 in. from the ground to the top of the highest part of the sides. A fleet of similar new refuse vehicles has just been supplied to the City of Norwich.

**Shelvoke & Drewry, Ltd.**, Letchworth, Herts. The three exhibits of this firm will include one, a Freighter dustless loading refuse collection vehicle, as illustrated. This vehicle has a body of 10 cubic yards capacity, 14 ft. long by 6 ft. wide at the front, tapering to 6 ft. 6 in. wide at the rear. This Freighter has a loading level of 4 ft. 5 in. The second exhibit, also illustrated, is a 6 ft. 9 in. wheelbase Freighter chassis fitted with special hydraulic side tipping gear and mounted with two 2¼ cubic yard refuse containers. The third exhibit will consist of one Freighter dust cart with hand operated metal covers having a body of 10 cubic yards capacity.



LEFT: 10 CUB. YARD S.D. FREIGHTER DUSTLESS LOADING REFUSE COLLECTION VEHICLE. RIGHT: S.D. FREIGHTER CONTAINER VEHICLE.



THE LATEST TYPE OF THORNYCROFT FORWARD CONTROL LOW-LOADING HYGIENIC REFUSE COLLECTING LORRY.

**John I. Thornycroft & Co., Ltd.**, Thornycroft House, Smith Square, London, S.W.1. The only exhibit on this firm's stand, their latest forward control low loading hygienic refuse collecting lorry, here illustrated, should be of special interest to public health authorities. The body is a patent of the Eagle Engineering Co., Ltd., of London and Warwick.

**Tuke & Bell, Ltd.**, 1, Lincoln's Inn Fields, London, W.C.2. The two exhibits of interest on this stand will be (1) a low-loading vehicle of 6 cubic yards capacity for the collection of house refuse, consisting of 30-cwt. low loading chassis, and (2) an improved type of horse-drawn low loading dust cart.

**Unic Automobiles, Ltd.**, 303-5, Cricklewood Broadway, Cricklewood, London, N.W.2. The exhibit of this firm will consist of their "Unic" low load line refuse collecting vehicle with mechanically operated tipping gear.

**Vulcan Motor & Engineering Co. (1906), Ltd.**, Crossens, Southport. The exhibits will comprise the Vulcan "Stoke" type 30/35-cwt. refuse collector with grit spraying attachment. The Vulcan 35/40-cwt. "O.K." patent refuse collector, and the Vulcan 70-cwt. gully emptier and street sprinkler.

**Walker Bros. (Wigan), Ltd.**, Pagefield Works, Wigan. This firm's exhibits will comprise a 4-ton chassis specially designed for refuse collection to work in conjunction with horse-drawn containers not greater than 8 cubic yards capacity. The principal feature on this chassis is the engine, which is of the 3-cylinder "Gardner" compression ignition type. A 7 cubic yard container with an all steel body will also be shown.

**F. Walters & Co.**, Albert Street, Rugby. The exhibits comprise two of this firm's special models of refuse collecting vehicles, Model A.1., a two-wheeled horse-drawn cart with 4 ft. 7½ in. load-line, 4½ cubic yards capacity with 4 ft. wheels fitted with roller bearings; and Model B., a four-wheeled horse-drawn wagon with capacity of 6 cubic yards, and load-line 4 ft. 7 in. There will also be shown a Simplex gritting machine for covering slippery roads.

**Yorkshire Patent Steam Wagon Co.**, Hunslet, Leeds. The exhibits will comprise a Yorkshire gully emptier which will also be fitted with street washing and sprinkling apparatus. The gully emptying apparatus is of the Yorkshire patented type. It utilises the principle of separate vacuum tank and sludge tank, enabling a working vacuum to be raised in 10 to 15 seconds. The capacities of the tanks are as follows:—Vacuum tank 110 gallons, sludge tank 900 gallons and resealing water tank 1,000 gallons. Waste water can be drained off at any time.

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**Saving of 2d. per Mile.**—When Mr. R. Stuart Pilcher discoursed on "Some transport problems" at the Manchester Rotary Club on October 30th, he spoke of the possibilities of the Diesel engine, which, he said, could cheapen transport by 2d. a mile per vehicle. A vehicle incorporating the Diesel engine had been purchased for Manchester, and he hoped to test it on the streets in a few weeks time. By adopting the Diesel engine, he said, it would be possible to use fuel which could be made in great quantities by gasworks. Petrol buses travelled five miles per gallon of petrol which cost about 1s. per gallon. The price of crude oil was about 5d. a gallon and enabled buses to run fifteen miles to the gallon. That meant a cost of a halfpenny a mile instead of 2½d.

**Bus Developments.**—Messrs. Orange Bros., of Bedlington, are building a 30-bus garage there, and have ordered 12 new A.E.C. buses for the extension of their London-Newcastle service. The acquisition of new garage premises at Morpeth, the purchase of new buses, and additions to the staff, are among the extensions to the business of Messrs. F. W. Jermy & Co., Ltd., who work a service between Alnwick, Morpeth, and Newcastle.

**Northern Transport Owners' Association.**—In view of the Road Traffic Act, private bus owners in the North-Eastern area have formed the Northern Transport Owners' Association, and elected as their first chairman Mr. Joseph Orange, of Messrs. Orange Bros., Bedlington, pioneers of the London-Newcastle service.

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# Harrow Trailers.

WE recently paid a visit to the works of the Harrow Industrial Co., Ltd., at Green Lane Works, Stanley Road, South Harrow, Middlesex.

All kinds of trailers are made by the firm ranging from 5 cwt. to 15 tons and include 2, 4 and 6 wheelers.

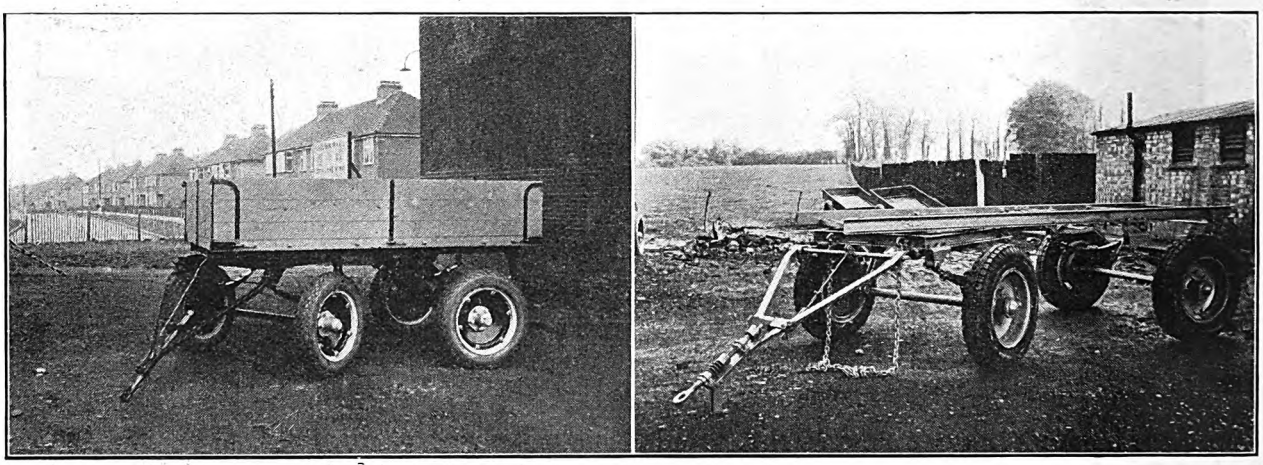
On the occasion of our visit we saw a very interesting order in hand, this being a batch of 15 6-ton trailers for the Southern Railway.

Amongst the special features of design in the "Harrow" trailers are that all frames are constructed of best quality channel steel and are electrically welded throughout. The pinless turntable is of large diameter and so constructed as to reduce wear through tractive effort and distribute the load over the greatest possible area. This patented turntable also damps out the tendency of a trailer to swing. There is no restriction of lock and the trailer can easily be operated by one man when detached from the hauling unit. The "Harrow" type of turntable obviates the tendency found in pin type turntable trailers to roll over when the wheels are at full lock. The double acting spring draw bar absorbs starting and "over run" shocks thereby safeguarding the hauling unit. By the use of the combination of double acting draw bars and turntables perfect tracking is obtained. All parts on "Harrow" trailers are machined to jig thus allowing interchangeability which is a great advantage.

A very useful feature embodied in certain of the "Harrow" Trailers is the spring balanced draw bar. There is often the risk of physical injury, when van boys have to handle trailer draw bars owing to the weight which has to be lifted and held horizontal. To overcome this, the patent design provides for two long coil torsion springs around the draw bar pivot. These are so arranged that the draw bar can be raised practically without effort from about 4 inches from the ground to above the horizontal.

Another feature worthy of note is that the lever for hand operation of the brakes has been moved to a position in front of the turntable, where it can be operated laterally and without danger in the most congested spots.

Regarding the automatic trailer brake, this is extremely simple in operation and is planned to allow action at all times in exact accord with requirements. No matter how slowly or quickly the towing vehicle may retard, so does the over-run of the trailer cause the draw bar eye to move backward against a coil spring. This, in turn, bears upon a lever coupled through a brake rope to a laterally disposed cross-shaft which is connected by rods to the camshaft levers of internal expanding brakes.

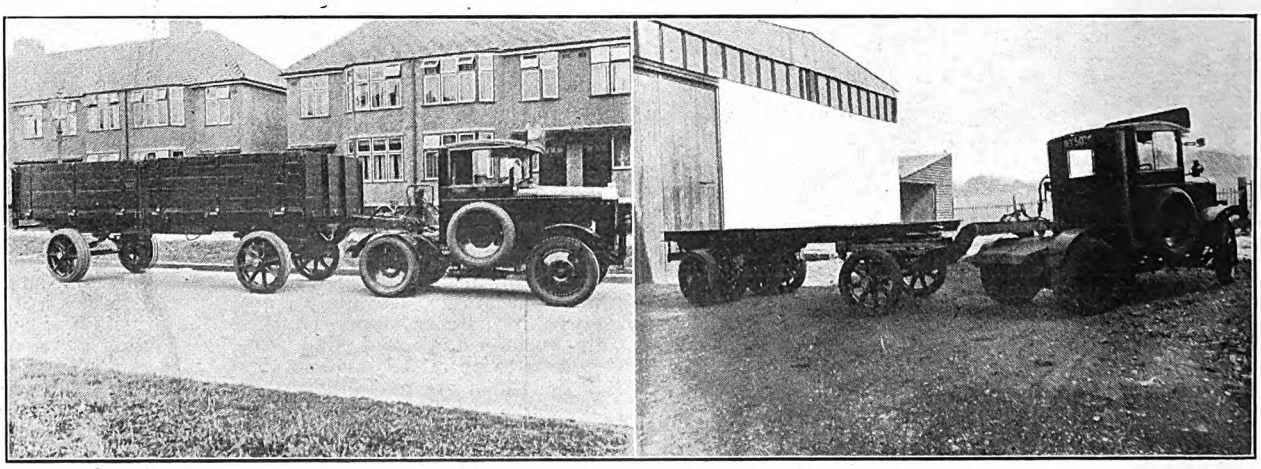


LEFT: A 20/30 CWT. HARROW TRAILER. RIGHT: A 3/4 TON HARROW TRAILER WITH AUTOMATIC BRAKING.

One of the very interesting group of trailers made by the firm, is that specially designed and approved for use with Chevrolet Commercial vehicles.

As with all the firm's trailers the frame is electrically welded throughout there being no rivets or nuts to loosen under vibration. It has double acting draught-gear which prevents passage of load (inertia at starting or stopping) or road shocks to frame, engine and transmission of the hauling unit. Free turntable and spring draught-gear together ensure correct result at any angle for the tractive effort of the towing vehicle, and therefore, securing undeviating tracking of the trailer. The trailer is designed to enable the user to interchange rims of the hauling unit with those of the trailer. The wheels have great peripheral and lateral strength, the generously dimensioned boss ensuring long life through distributed loading of ball bearings. The axle is of Solid Bright Steel of 2⅛ in. diameter fitted with sturdy axle brackets. Semi-elliptical springs fitted at front and rear are of ample strength. Lubricators are provided throughout.

All the features referred to and incorporated in "Harrow" Trailers are patented.



LEFT: A 10/12 TON 4 WHEEL HARROW TRAILER WITH CHENARD-WALCKER TRACTOR. RIGHT: A 15 TON 6 WHEEL HARROW TRAILER WITH CHENARD-WALCKER TRACTOR.

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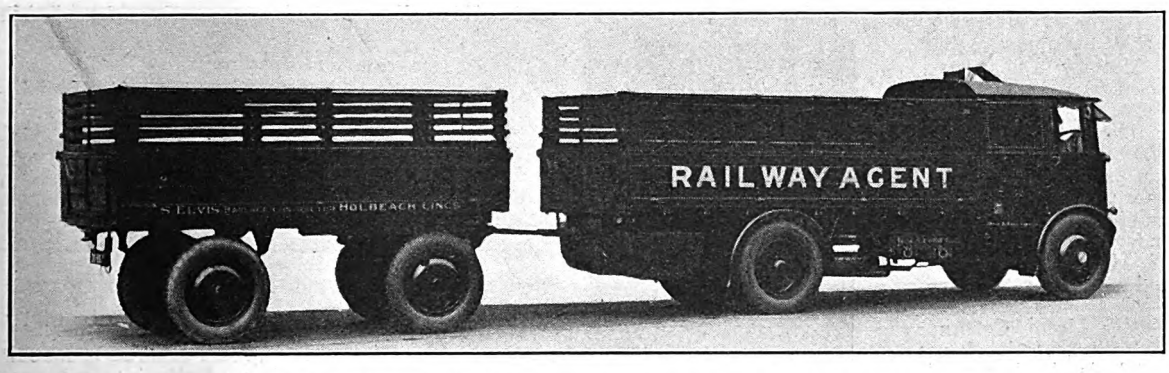
# Motor Notes.

**A Foden Outfit for Beet Haulage.**—We illustrate a Foden "Speed-Six" 6-ton Steam Wagon and 4/5 ton Trailer, recently supplied by Fodens, Limited, Elworth Works, Sandbach, to Mr. S. Elvis, of Holbeach, Lincolnshire. These vehicles are mounted on interchangeable pneumatic-tyred wheels and hinged cratch extensions are fitted to the body sides to facilitate the unloading of sugar-beet.



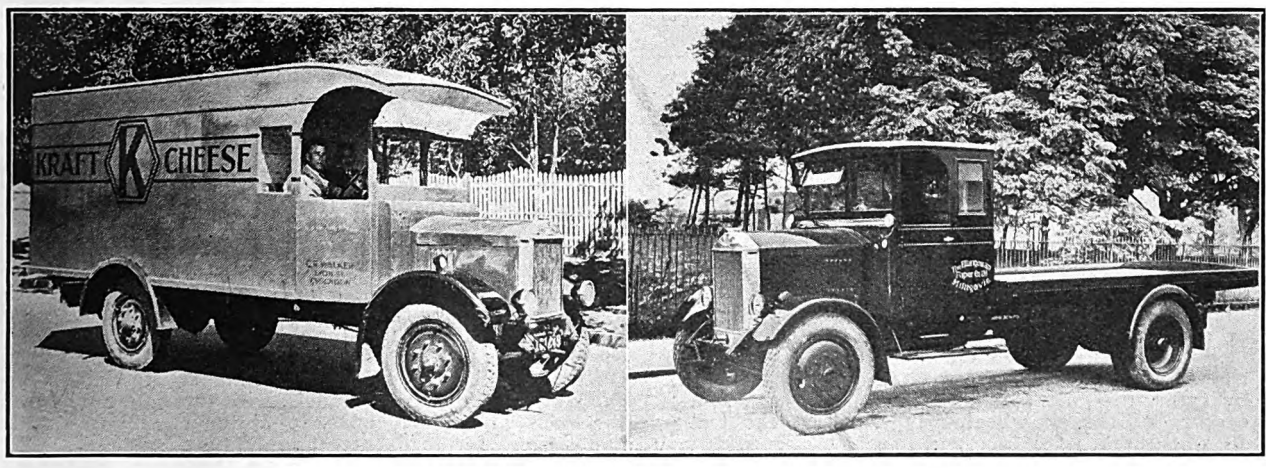

A FODEN "SPEED-SIX" 6-TON STEAM WAGON AND 4-5 TON TRAILER.

**Bean Commercial Vehicles.**—We have received from Bean Cars, Ltd., Tipton, Staffs., a copy of the firm's latest publication dealing with the Bean 40-45 cwt. (Forward Control) Commercial vehicle and the 80 cwt. Bean (Forward Control) Commercial vehicle. The catalogue points out that (a) the forward control allows increased body space, approximately three to four feet; (b) an improved turning circle; (c) the load is distributed between the wheelbase to a greater extent. Most of the castings, drop forgings, and stampings are produced in the firm's own plants; only accessories which call for specialist production being purchased outside the factory, and these components are of the highest grade.

**Albion Vehicles Overseas.**—One of our illustrations shows a 30-cwt. Albion van recently supplied by the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, to Mr. C. R. Walker, of Essendon, Victoria, Australia. Not only at home but also in various overseas countries has this model demonstrated its ability to stand up to heavy work under arduous conditions. Our other photograph shows an Albion pneumatic tyred 4-tonner of standard type recently supplied to the Ellangowan Paper Company, Ltd.

**Renold Products for Industrial Applications.**—Hans Renold, Ltd., Burnage Works, Didsbury, Manchester, have issued their Industrial Price List for 1930-31. The new products, which have been introduced during the last twelve months, briefly are:—Chain Clutch which is efficient, cheap and supplied from stock; Bush Roller Chains.—A ¾ in. and 1 in. pitch in the Triplex and a 4 in. pitch in the Single and Duplex series; Chain Couplings.—Aluminium Covers of minimum weight combined with strength and ensuring efficient lubrication; Tools for Inverted Tooth Chains.—Modified type at reduced prices; Chain Tensioner.—Two types, Standard and Compensating; Chaincase—with built-in pump and sump; Rivet Extractors.—Two new designs; Conveyor Chains.—Grease Gun Lubricated chains in the Solid Stud series are now available, and chains can also be supplied in stainless steel and other metals. The firm's Branch Offices carry stocks of all their standard products.

**British Farm Tractors for Algeria.**—In the face of keen competition from American, German and other foreign trade rivals, the Rushton Tractor Company, whose factory at Walthamstow specialises in the production of farm and industrial tractors, has just secured a large and important contract for the supply of its machines to the French colony of Algeria. The initial order, it is understood, calls for the immediate despatch of a considerable number of machines. Further substantial orders are expected to follow. The contract was awarded not only on account of the superior performance of the British tractor over all foreign makes, but also because the keenest price bids of competing firms were successfully met. Hitherto, the tractors used in Algeria—an important agricultural territory—have been almost exclusively of American manufacture.




LEFT: AN ALBION 30 CWT. VAN FOR SERVICE IN AUSTRALIA. RIGHT: AN ALBION 4 TONNER FOR THE ELLANGOWAN PAPER CO., LTD.

**Recent "Sentinel" Deliveries.**—The "Sentinel" Waggon Works, of Shrewsbury, inform us that they have recently received a large number of orders for their various models. Their rigid six-wheelers—the D.G.6—have been supplied to many well-known firms, prominent amongst whom may be mentioned The Cement Marketing Company, of London (repeat order for 9 D.G.6's), The St. Albans Sand & Gravel Company (repeat order for 2 D.G.6's), and Messrs. Hibberts, Limited (2nd repeat order for D.G.6's). Many D.G.4's have also been delivered

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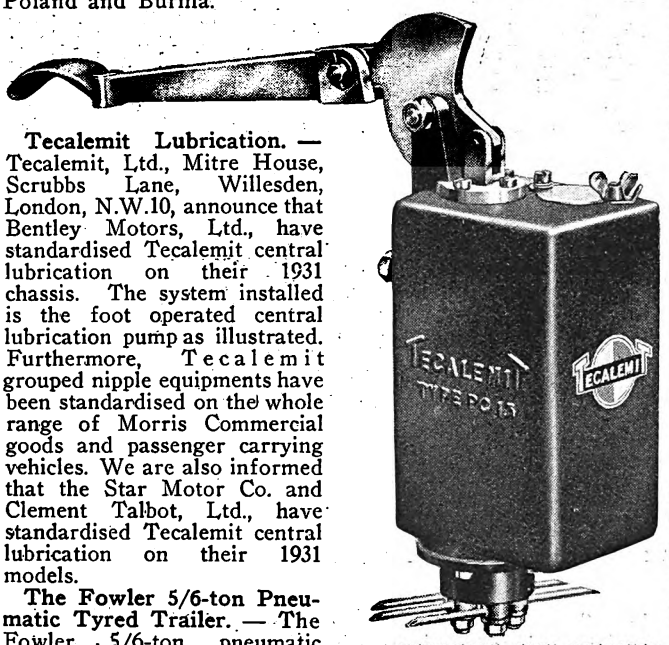
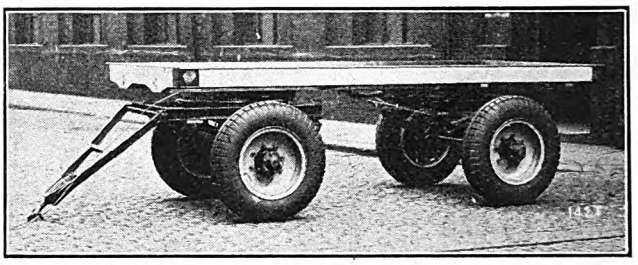
during the last few months and amongst those on hand are orders for L. F. Briggs, Ltd. (repeat order for 2 D.G.4's) and The Cement Marketing Company (repeat order for 5 D.G.4's). "Super-Sentinel" Waggons and "Sentinel" D.G. Tractors have also been in demand, many repeat orders for the former having been received, whilst Tractors are now being shipped to places as far apart as Poland and Burma.




THE TECALEMIT FOOT OPERATED CENTRAL LUBRICATION PUMP.

**Tecalemit Lubrication.** — Tecalemit, Ltd., Mitre House, Scrubbs Lane, Willesden, London, N.W.10, announce that Bentley Motors, Ltd., have standardised Tecalemit central lubrication on their 1931 chassis. The system installed is the foot operated central lubrication pump as illustrated. Furthermore, Tecalemit grouped nipple equipments have been standardised on the whole range of Morris Commercial goods and passenger carrying vehicles. We are also informed that the Star Motor Co. and Clement Talbot, Ltd., have standardised Tecalemit central lubrication on their 1931 models.

**The Fowler 5/6-ton Pneumatic Tyred Trailer.** — The Fowler 5/6-ton pneumatic tyred trailer is of R.S. channel sections strongly braced and gussetted and soundly rivetted together. The rear subframe is built up of R.S. sections and the two cross members are extended full width of platform to support the side rails. The fore-carriage is constructed of M.S. sections suitably arranged to withstand severe shocks and strains. Fitted with large diameter turning rings of M.S. and centre bearings of C.S. allowing ample movement on uneven road surfaces without distortion of frame members. King pin fitted with steel coil shock spring. The springs are of best laminated steel, long bearing centres of suitable strength and flexibility to suit load, the front end of each spring being fixed and the rear sliding free in a guide bracket. The wheels are of detachable pressed steel disc centres, fitted with Dunlop giant pneumatic tyres 36 in. by 8 in. and carried on cast steel bosses, housing roller and ball



THE FOWLER 5/6-TON PNEUMATIC TYRED TRAILER.

bearings which are adequately protected from dust, etc. Fixed axles of square section steel accurately machined on journals. The brake gearing of the internal expanding type, Ferodo lined, acting on pressed steel drums on the two rear wheels, and operated by flexible steel cable from haulage unit, or by hand lever on trailer side. The platform is formed of well seasoned oak framing with 1¼ in. thick planed, tongued and grooved oak boards, securely fixed together. Lip edges protected by M.S. beading. Fittings, number plate and tail lamp bracket of standard type.

## Some Notes on the Paris Exhibition.

**(By Our Special Correspondent).**

THIS year, as in England, there was no real exhibition of commercial and passenger vehicles in Paris, but many well-known firms had small stands at the "Salon" and were exhibiting their products on the fine "Esplanade des Invalides" just across the Seine. Amongst those who were so exhibiting, the following may be mentioned:—

Berliet (Automobiles M.) Lyons, were exhibiting commercial vehicles of from 3 to 6 tons capacity, including their well-known tippers with steel bodies. They were also showing a six-cylinder six-wheeled luxury motor coach with a seating capacity of 14, and also a luggage compartment and lavatory in the rear.

Bernard (Camions) Arcveil, Seine, were showing a very fine six-cylinder van, suitable for fast transport work, with a capacity of 5 tons, shod with giant pneumatics.

Chenard & Walcker (Automobiles) Gennevilliers, Seine, in conjunction with the firm of Lagache & Glaszmann, of Argenteuil, Seine and Oise, were showing complete units, tractor and trailer for loads of almost any size. The chief exhibit which aroused much interest was a tractor and trailer, mounted throughout on Michelin "Comfort" balloon tyres, carrying a load of 25 tons of stone. The tractor was of the six-wheeled type, whilst the trailer had 10 wheels.

Citroen (Ste. An. Anché), Paris. The exhibit comprised a very complete range of vehicles, with capacities up to 1½ tons, for all purposes, from fast delivery work, with the six-cylinder chassis, to tippers and refuse vans. The Société de Transformations, Boulogne sur Seine, Agents of the Truck & Tractor Appliance Co., Ltd., were showing modified Citroen chassis, one a six-wheeled vehicle and the other a tractor and trailer, both intended for a useful load of 3 tons.

Coder (Etablissments), Marseille, were showing some of their two and four-wheel trailers for a variety of purposes, the most interesting being a four-wheel trailer carrying an elliptical storage tank and pump.

Delahaye (Société des Automobiles), Paris, were exhibiting vehicles for fast transport work with loads up to 2½ tons, and also a 5 ton lorry on Michelin "Comfort" balloon tyres.

Laffly (Etablissements A.) Asnières, Seine, were exhibiting several public service vehicles, and also a very fine chassis specially suitable for motor coach work, being fitted with a six-cylinder engine and a compound gear box giving six speeds.

Latil (Automobiles industriels), Suresnes, were showing lorry chassis and tractors, including their four-wheeled drive and steering tractor fitted with special adhesion device.

Lavigne (Etablissment Paul), Paris, were showing several models of the A.S. lorries, including 3 and 6 ton six-cylinder vehicles for fast transport work and also a vehicle fitted with a two-cylinder heavy oil engine manufactured under Junker patents.

Michelin et Cie, in conjunction with several of the firms exhibiting, were showing various 5 and 6 ton vehicles mounted on Michelin "Comfort" balloon tyres, and also a tractor and trailer, previously mentioned, carrying a useful load of 25 tons or a total load of 33 tons on the tyres.

Renault (S.A. des Usines), Billancourt, Seine, were showing all their latest models, with the radiator in front, for loads of from 10 cwts. to 7½ tons and also tractors and trailers for loads of 6 and 12 tons.

Saurer (Automobiles industriels), Suresnes, Seine, were holding a special exhibition at their works and, for the convenience of those interested, they were using one of their motor coaches with a six-cylinder heavy oil engine, for communication between the "Salon" and their works.

S.O.M.U.A., Saint Ouer-sur-Seine, were showing 4 and 6 cylinder vehicles suitable for heavy transport in connection with public works and road construction, either with or without tipping arrangement.

Willeme (Etablissments), Nanterae, Seine, were exhibiting a vehicle fitted with a two-cylinder two-stroke heavy oil engine, manufactured under Junker Patents, suitable for heavy loads at low speeds.

Willys Overland Crossley, Ltd., Stockport, England, were exhibiting their well-known six-cylinder vehicle suitable for loads up to 7 tons.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona file* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Wm. John, Maesgwyn, Bryn Road, Loughor, Glam., haulage contractor. £94/4/5. July 4th.
David Sambrook & Sons, Kilgerran, Pembroke, haulage contractors. £63/6/7. July 17th.
A. Sutton, Higher Bank, Cherry Lane, Lymm, Ches., carting contractor. £22/9/2. July 17th.
Jno. Holland, 23, Central Street, Hasland Road, Chesterfield, haulage contractor. £71/8/10. July 29th.
Albt. Grubb, Agnes Villa, Rayleigh Road, Thundersley, Essex, (Tdg. as Grubb & Son), carman. £25/14/7. July 31st.
Lion Transport Co., 48, High Street, Dunmow, Essex, transport contractors. £39/7/10. July 30th.
A. Hinder & Son, Morton, Thornbury, Glos., haulage contractors. £47/1/8. July 15th.
Stephen Pickering, 17, Pendlebury Street, Miles Platting, Lancs., general carrier. £29/18/0. July 31st.
F. Brooke Smith, 200, Warrington Road, Glazebury, Lancs, haulage contractor. £81/14/6. July 11th.
Jno. Walmsley, 350, Deane Road, Bolton, Lancs., carrier. £30/8/6. July 30th.
Nancy Landsman, Arches, Dorset Street, Commercial Street, London, E., transport contractor. £47/12/3. July 3rd.
L. E. Webb, 9, Alderney Avenue, Jersey Road, Hounslow, London, E., haulage contractor. £36/13/0. July 26th.
Saml. Jas. Winter, 25, Steele Road, Isleworth, Middlesex, cartage contractor. £27/13/8. July 3rd.
C. Date, Salmon Parade, Bridgwater, Som., haulier. £37/2/6. July 29th.
Kings Service Coaches, Ltd., 19, Clapham Park Road, London, S.W., char-a-banc proprietors. £26/10/2. July 11th.
E. A. Davey, 103, Ingram Crescent, Hove, Sussex, haulage contractor. £26/11/3. July 24th.
J. E. Day & Sons, Parker Street, Woodwell, Yorks, haulage contractors. £25/10/4. July 30th.
— Mountain, 62, Granny Avenue, Churwell, Leeds, haulage contractor. £23/15/8. July 25th.
T. C. Pedley & Son, Otley Road Garage, Baildon, Yorks., haulage contractors. £35/15/7. July 29th.
Fred Aspden, 25, Raymond Avenue, Walmersley Road, Bury, Lancs., haulage contractor. £89/3/9. July 31st.
Express Deliveries, Ltd., 43, Johnson Street, Westminster, London, S.W.1., carriers. £32/2/10. June 23rd.
J. H. Trendell, 63, St. Quintin Avenue, London, W., haulage contractor. £37/14/1. July 31st.
Edgar Jas. Day, 104, Icknield Port Road, Birmingham, haulier and contractor. £43/4/6. July 14th.
Ernest Onions, 47, Cook Street, Nechells, Birmingham, haulage contractor. £49/8/4. July 3rd.
Alf. Higginbotham, 10, Bristnall Hall Road, Warley, Worcs., haulage contractor. £39/2/5. June 19th.
Jas. Robson, 10, Common End, Great Houghton, Yorks., haulage contractor. £58/17/9. August 11th.
Thos. H. G. Liverton, 27, Wyndham Crescent, Cardiff, carrier. £83/5/5. May 6th.
Mark Surridge, Tydraw Street, Port Talbot, Glam., haulage contractor. £39/11/3. August 1st.
Geo. Hobbs, Townsend, Soham, Cambs., haulage contractor. £40/14/0. July 18th.
Saml. Russett, 31, Union Road, Bristol, Glos., cartage contractor. £26/17/0. July 30th.
Geo. Culver, Hampton House, School Lane, Chilwell, Notts., haulage contractor. £40/10/4. August 11th.
Geo. Mather, 14, Mowbray Street, Nottingham, and L. Bray, Tennyson Avenue, Gedling, haulage contractors. £31/0/5. July 30th. (Late Tdg. as Reliable Transport.)
David Colclough, Glebe Mill Farm, Boothen, Stoke, Staffs., haulage contractor. £59/10/4. August 13th.
Wm. Nettleton, St. James Street, Wetherby, Yorks., haulage contractor. £63/16/3. August 6th.
Jas. Smith, 18, Rutland Street, Sheffield, haulage contractor. £26/17/7. July 25th.

# The Gazette.

## Dissolutions of Partnership.

CHARLES THOMAS PIDGEON and ARTHUR WYNDHAM PIDGEON, trading as Charles Pidgeon and Son, 163a, Cowbridge Road, Mill Road, Ely, Newport Road, The Heath Halt Sidings, and the Quarry Fairwater, all Cardiff, haulage contractors, etc. 30th September, 1930.

HORACE DEWHIRST and NORMAN DUNCAN, trading as "The Reliable Transport Company," 24, Listerhills Road, Bradford, motor haulage contractors, etc. 30th September. All debts by Norman Duncan who will continue.

RICHARD HAWS and GEORGE WHELAN, trading as Haws and Whelan, 9-11, Back Towerland Street, Edge Hill, Liverpool, haulage contractors. 30th September. All debts by Alexander Critchley, I.A., 50, Sir Thomas Street, Liverpool.

FREDERICK FRANK GOYMER and EVELYN GOYMER, trading as F. & E. Goymer, 38, Vicarage Lane, East Ham, London, E.6, haulage contractors. 18th January, 1929. Evelyn Goymer will continue.

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

HENRY EDWARD SMITH, 6, Trinity Grove, Bridlington, Yorks., lately trading as The Premier Transport Co., Beaconsfield Garage, Bridlington, and 17, Mytongate, Kingston-upon-Hull, haulage contractor. Receiving order, September 23rd.

HARRY PARRY, 13, Chapel Street and The Railway Station Yard, both Conway, Carnarvonshire, haulage contractor. Receiving order and order of adjudication, September 23rd.

WILLIAM ROBERTS, trading as W. & T. Roberts, and subsequently as William Roberts Junior, Avon House, Penmaenmawr, Carnarvonshire, haulage contractor, etc. Receiving order and order of adjudication, September 23rd.

EDMUND HARRIS ANDRE, 28, Cliffs Parade, Leigh-on-Sea, Essex, lately 243, Cromwell Road, South Kensington, London, motor haulage contractor. Receiving order and order of adjudication, October 1st. Public examination, November 19th, in London.

REGINALD MASON, Thorpe Underwoods, Ouseburn, Yorks, haulage contractor. Receiving order and order of adjudication, September 30th. Public examination, November 28th, in Harrogate.

WALTER FREDERICK CLARKSON, 352, London Road, Croydon, Surrey, haulage contractor. Receiving order, October 2nd. Public examination, November 20th, at Croydon. Order of adjudication, October 17th.

JOHN PITCHFORTH, 9, Victoria Street, West Vale, Halifax, Yorks., haulage contractor, etc. Receiving order and order of adjudication, October 6th. Public examination, December 11th, at Halifax.

## Notices of Dividend.

SYDNEY EDWARD TEMPLE, 75, Sheep Street, Northampton, lately Rothersthorpe Road, Far Cotton, Northampton, haulage contractor. No. 19 of 1929. First and final of 3s. 8d. in the £. Payable Kingham Chambers, Northampton.

SYDNEY CATOR, White Hart Lane, Swaffham, haulage contractor. No. 12 of 1930. First and final of 2s. 6d. in the £. Payable at the Official Receiver's Office, 41, Sydney Street, Cambridge.

FRED POLLARD, Highbury Mount, Headingley, Leeds, motor haulage contractor. No. 69 of 1929. First and final of 2s. 2¾d. in the £. Payable at the Official Receiver's Office, 24, Bond Street, Leeds.

JOHN THOMAS HACKING, 12, Dugdale Road, Burnley, Lancs., haulage contractor. No. 25 of 1929. First and final of 6¼d. in the £. Payable at the Official Receiver's Office, District Bank Chambers, Blackburn.

## Applications for Discharge.

HENRY THISTLETON, 138, Lee Street, Kingston-upon-Hull, lately Camerton, Burstwick, East Riding, Yorks., haulage contractor. November 12th, at Kingston-upon-Hull.

ARTHUR FRANCIS YOUNG, trading as Frank Young, 1, Birkbeck Road, Ilford, Essex, motor haulage contractor. November 17th, at Chelmsford.

## The Companies Acts.

### Winding up Order.

KING'S SERVICE COACHES LTD., 19 Clapham Park Road, London, S.W.4. Winding up order, September 24th.

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## New Companies.

**Southend Express Carriers, Ltd.** (251,230). — Private company. Registered October 7th. Capital £1,000 in 900 10 per cent. participating preference shares of £1 each and 2,000 ordinary shares of 1/- each. Objects: To carry on the business of general carriers, transport agents, etc. The first directors are to be appointed by the subscribers. Secretary: E. Howard.

**H. Pye & Son, Ltd.** (251,287). — Private company. Registered October 10th. Capital £10,000 in £1 shares. Objects: To acquire the business of motor haulage and road transport contractors, carried on by H. Pye, Mrs. M. F. Pye and J. F. E. Pye at 75 and 77 Cranham Road, Bermondsey, and elsewhere as "H. Pye and Son." The directors are: H. Pye, Mrs. M. F. Pye, J. F. E. Pye. H. Pye and J. F. E. Pye are the first joint managing directors. Registered office: 75-77 Cranham Road, Bermondsey, S.E.16.

**International Express Services, Limited.** (251,317).—Private company. Registered October 11th. Capital £5,000 in 2,500 10 per cent. cumulative preference and 2,500 ordinary shares of £1 each. Objects: To carry on the business of proprietors and users of motor omnibuses, motor chars-a-banc, touring carriages, etc. The directors are: J. Hancock, Beatrice Hancock, W. H. Andrews.

**Motor Services, Ltd.** (8,048). — Private company. Registered October 11th in Dublin. Capital £1,000 in £1 shares. Objects: To carry on the business of jobmasters, general carriers, bonded carmen, etc. The directors are: J. D. Furey, R. Walsh.

**Ebor Bus Company, Limited.** (251,378).—Private company. Registered October 15th. Capital £1,000 in £1 shares. Objects: To carry on in Mansfield and elsewhere the business of running motor omnibuses of all kinds, etc. The first directors are to be appointed by the subscribers. Secretary (pro tem.): T. Wood.

**Hurstview Motor & Engineering Company, Ltd.** (251,473).—Private company. Registered October 20th. Capital £2,000 in £1 shares. Objects: To acquire the business of transport contractors and motor and general engineers, carried on by E. W. Hewett and C. C. Jacobs, at 339 High Street, Stratford, E., as the "Hurstview Motor and Engineering Company." The first directors (to number not less than 2 nor more than 4) are: E. W. Hewett, C. C. Jacobs. The directors, together with one other member of the company representing one-fifth of the total issued capital, have power at any time to appoint any other person to be a director.

**F. W. Cottis, Ltd.** (251,472). — Private company. Registered October 20th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage and cartage contractors, proprietors and hirers of vehicles of all kinds, farmers, market gardeners, dairymen, etc. The directors are: Miss Gladys H. Denson, Miss Olive M. Hurrell, A. H. Oliver (all permanent, subject to each holding £100 shares or stock). Secretary (pro tem.): F. Lavy. Registered office: East Street, Prittlewell, Essex.

**Public Works Transport, Limited.** (251,602).—Private company. Registered October 24th. Capital £100 in £1 shares. Objects: To carry on business as sand and ballast merchants, dealers in gravel, shingle, breeze, workers of lorries, omnibuses and other vehicles, etc. The first directors are to be appointed by the subscribers. Secretary: E. Boden.

**Wm. Young & Sons (Road Transport Contractors, Smithfield), Ltd.** (251,664).—Private company. Registered October 27th. Capital £3,000 in £1 shares. Objects: To carry on the business of general carriers, cartage and motor contractors, railway and forwarding agents, carmen, job masters, etc. The first directors (to number not less than 2 nor more than 5) are: W. Young, senr. (governing director), F. A. Young, W. Young, jnr. Registered office: Tenby Villa, Harvist Road, N.7.

**Auto Pilots, Ltd.** (251,714).—Private company. Registered October 30th. Capital £10,000 in £1 shares. Objects: To carry on the business of motor garage proprietors, motor, mechanical, electrical and general engineers, haulage contractors, manufacturers of motor engines and chassis, motor body builders, etc. The first directors (to number not less than 2 nor more than 7) are to be appointed by the subscribers.

**Springfield Motor Haulage & Transport Co., Ltd.** (251,726).—Private company. Registered October 30th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage and removal contractors, carting agents, general carriers, motor engineers, etc. The directors are: C. B. F. Tucker, L. Llewellyn. Registered office: 42 Spring Gardens, Manchester.

**S. & S. Haulage, Ltd.** (251,844).—Private company. Registered November 5th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, garage proprietors, coal and coke merchants, coal and ironmasters, carriers, manufacturers and repairers of and dealers in automobiles, motor cars and cycles, etc. The directors are: W. Sewell, J. Short. Registered office: 42 Stanley Street, Liverpool.

## Mortgages and Charges.

**B. B. P. Omnibus Company, Ltd.** — Debenture dated September 24th, 1930, to secure £1,800, charged on the company's property, present and future, including uncalled capital. Holder: G. Whybrow, 1 Kenneth Road, Chadwell Heath.

**J. W. Gammans & Co., Ltd.**—Deposit on September 26th, 1930, of deeds of land at Kingston-by-Sea, Sussex, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**W. Turpin & Sons, Ltd.**—Two mortgages dated September 29th, 1930, to secure £3,500 and £1,650 respectively, charged (1) on land and premises at Teats Hill Road, and (2) on 12a Commercial Street, both in Plymouth. Holders: Miss A. Dunstan, "Leafield," Dawlish Road, Teignmouth, and I. Foot, 21 Lockyer Street, Plymouth.

**J. T. Grey & Company, Ltd.** — Mortgage debenture charged on company's interest in certain land, buildings, garages, and premises at Upwey, Dorset, and the company's undertaking and property, present and future, including uncalled capital and goodwill, dated October 1st, 1930, to secure all moneys due or to become due from J. T. Grey to Lloyds Bank, Ltd.

**Goodfellow Services (1930), Ltd.**—First mortgage debenture dated October 9th, 1930, to secure £2,100, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Mosley Street Nominees, Ltd., 38 Mosley Street, Manchester.

**Perkins' Omnibus Co., Ltd.**—Charge on freehold land, garage and bungalow at Bread and Cheese Hill, Thundersley, dated October 22nd, 1930, to secure £1,100. Holders: London Permanent Benefit Building Society.


## NOTICES

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## Our Information Bureau.

**FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.**

**Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.**

### FREE INFORMATION COUPON.

**Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.**

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**NOVEMBER, 1930.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 315 DECEMBER 15. 1930. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Editorial Notes.

### London Traffic Board.

The rationalisation of passenger transport carried out all over the country by the railway companies, in conjunction with the various road passenger organisations, has been carried still further in the proposals outlined in the official advertisement of the proposal by the Minister of Transport to introduce in the next session of Parliament a Bill for the establishment of a Transport Board for the London Traffic Area. This gigantic scheme, which is to take the place of the previous plans for co-ordinating London passenger transport, will transfer to a public authority all the passenger facilities at present being carried on by various organisations in the London Traffic Area. The powers of the proposed Board, which are outlined in the statutory advertisement, will be very comprehensive, as it is proposed to transfer the entire London County Council Tramways, together with all the undertakings of the London Tube Railways, the Metropolitan Railway, the London General Omnibus Company, the London United Tramways Company, and all the smaller municipal companies operating in the London area. It is also proposed to transfer to the Traffic Board the tramways at present run by various local authorities in Barking, Bexley, Croydon, The City of London, Dartford, East Ham, Erith, Ilford, Leyton, Walthamstow, and West Ham, while the Middlesex County Council and the Hertfordshire County Council come within the scope of the proposed Bill for a portion of their undertakings. The notice setting forth particulars of the duties of the Traffic Board state that they will be to manage, maintain, carry on, co-ordinate or develop the existing undertakings, to operate public service vehicles both within and without the London traffic area, and to manufacture rolling stock, vehicles and appliances. While it is not proposed to bring the suburban traffic of the main line railways into the scheme the Bill will make provision for co-ordinating the working of the undertakings of the Traffic Board and those of the main line railways so as to enter into agreements for levying, fixing, apportioning or pooling any tolls, fares, or charges.

This means that the new authority will have an entire monopoly of passenger transport within the London traffic area and further enterprise by private concerns or individuals will be entirely eliminated. While one views with regret, and some amount of misgiving, a step which will take away any form of competition and will curtail the business enterprise which has built up our great transport organisations, it must be admitted that the traffic of London has reached a stage when some complete form of co-ordination has become essential, if congestion is not to continue to an increasing extent. The London Traffic Advisory Committee has been working for years to improve traffic conditions; to prevent congestion, and to speed up the traffic, and has done a great deal of useful work in this connection. At the same time the results which would otherwise have been shown have been very greatly minimised, because at the same time the traffic on the streets has been increasing so rapidly, that any benefit which would have resulted has been largely neutralised. It is the intention of the Minister of Transport that the Board should consist of experts in transport and the high officials will probably be drawn from those at present occupying leading positions in the various concerns which are to be taken over. This should guarantee a continuity in the organisation and ensure that those who have given their best years to London traffic will still be at the head of the proposed Board to guide its work.

### A Mechanical Horse at Last?

During the past quarter of a century we have investigated numerous claims made by engineers to have produced a motor vehicle or tractor which could actually be claimed to supersede the horse both for economy and for service in confined areas. In spite of this the horse up to now has held its place for goods transport where cheapness and short hauls were the first essential. When

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we had the opportunity therefore of seeing a demonstration of the new machine built by Karrier Motors, Ltd., from the design of Mr. J. Shearman, the road motor engineer of the London, Midland and Scottish Railway, we were not too optimistic of the results. The railway companies still employ some 35,000 horses for collection and delivery work in London and the larger cities and towns throughout the country and have a very great number of wagons in constant use. The idea was to produce a tractor which would take the place of a horse and be attached to the wagon, and which in all respects would do the work of the horse. After seeing the way in which it was manœuvred and put through its paces we believe the claims made for it are justified. This "mechanical horse" has been put through most exacting trials by the railway company's road transport department with the result that it is claimed that it is capable of performing the work of two horses at the cost of a horse and a quarter. Previously when vehicles of this description have been placed on the market they have failed to convince the horse user. The horse user has no prejudice against the mechanical horse; if it will do his work cheaper than the horse then he will not allow sentiment to stand in his way; he will use it and be glad to do so. Though one would imagine there could be no practical difficulty in the provision of a small motor vehicle which could do the horse's work as cheaply and as well, there apparently have been practical difficulties, otherwise the vehicle would have been produced and put into service long ago. We are not at all sure that really serious attempts have previously been made. Small vehicles of the tractor description have been placed on the market, but the demand has never been so encouraging as to justify the continuance of their production. The greater demand has always been for high speed and greater weight carrying or haulage capacity. We now have a great railway company demanding a vehicle which can compete with the horse at its own special work, namely, short journeys and manœuvrability in confined areas and this railway company announces that it is satisfied that the vehicle can do that which has been claimed for it. One of the vehicles has been in service at a railway goods depot for some weeks and is giving good results. On points of detail improvements are being made but there is every sign that a vehicle has been evolved that will haul wagons previously drawn by horses, and do it better and more economically. We have known for a long time there has been a movement on foot to prohibit the horse from our streets as being one of the principal causes of traffic congestion. The heavy cart horse, which it is sought to displace by the mechanical horse, has the disadvantage of being slow moving, even on a straight course and so he can and does reduce a whole street of traffic to a speed not greater than his own, about four miles an hour. The mechanical horse, it is stated, travels at a speed of 18 miles per hour with a 3-ton load behind it, that is on a level road, and it can be stopped and re-started with its load on a gradient of 1 in 8. Our readers will watch this experiment with more than ordinary interest because, if successful, it will mean much more to them than at first appears.

## Road Traffic Area Commissioners.

We publish in this issue a list of the Road Traffic Commissioners who have been appointed by the Minister of Transport to fill eleven of the thirteen positions and to have charge of road transport in the areas which will be under their control. In announcing these names in the House of Commons, Mr. Morrison mentioned that as the commissioners would have to take counsel together from time to time, he had purposely selected men of varying experience. We do not know whether it is intended that these officials should form a kind of executive council, meeting at regular intervals and discussing points which have arisen and generally taking counsel together about the problems which will confront them as they carry on their work. If this is the intention then the appointments are admirably suited to this end, as amongst them are Chief Constables, Barristers, Army Officers, a Colonial Official, a Railway Official with transport experience in India and Rhodesia, a well known Municipal Tramways Manager, a Traffic Manager used to controlling all kinds of road transport, both passengers and goods, and last but not least a Trade Union Official who has had experience as a member of the London and Home Counties Advisory Committee and is at present National Secretary of the Commercial Road Transport Section of the Transport and General Workers' Union. The new Commissioners under the Minister of Transport will have in their hands the wellbeing of road transport and upon them will depend very largely the successful working of the Road Traffic Act as regards passenger transport.

## Proposed Ban on Motor Coaches.

The proposal, with which the Minister of Transport is credited, to forbid motor coaches to come within a certain radius of Charing Cross early next year is causing a great deal of heart-searching amongst those who are engaged in the motor coach business. It is not clear exactly where the circle will be drawn into which motor coaches are to be forbidden to go, but it is anticipated that it will include the area of about a mile and a half from Charing Cross. Such a scheme would have a very serious effect on the business of those engaged in long distance motor coach services as it would prevent them depositing their customers at such central positions as is now done and it would probably mean that, having brought their passengers almost to their destination, the remainder of the short distance would have to be undertaken by underground rail.

## Railway Wages.

A position of very grave importance has been brought about by the proposals of the railway companies, which have been fully published and dealt with in the daily press, to reduce the wages of railwaymen by a very serious amount. The period of truce having come to an end the Trade Unions put forward claims for increased pay and it was inevitable that the railway companies should take the opportunity of putting forward their proposals for drastic economy in wages and at the same time for alterations in the conditions of employment which would enable them to effect very great economies. The results shown month by month of railway traffic make it clear that something big in the way of economies had to be faced, and as the cost of labour is the outstanding expense in all transport services it was inevitable that this should be considered as the first line of attack. It is only natural that the Trades Unions concerned should oppose such alterations and the whole question has now to be considered by the Central Trades Board and afterwards by the National Trades Board.

## Air Goods Services.

The plans for utilising the established air services, particularly in the carriage of light goods, are making rapid progress and the arrangements between the four British railway companies and Imperial Airways, Ltd., will shortly be in operation. Goods sent under this scheme will be carried by rail to the nearest aerodrome, being sent thence to the Continent by air service and finishing up, if necessary, by another rail journey. On long distances a very big saving of time will undoubtedly be effected and this new development will be watched with great interest.

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### Motor Hirers and Coach Services.

The Annual Meeting of this Association, reported in this issue, will be read with interest by all private firms engaged in carrying on passenger transport services. The position of these independent companies is seriously threatened by the Road Traffic Act; by the proposal to establish an area in central London into which motor coaches are to be forbidden to enter, and by the proposal to establish a Traffic Board for the whole of London's passenger transport services. During the course of his report Mr. Logette made a strong appeal for increased support from associations throughout the country on the ground that these bodies, which were doing useful work in their own localities, should add their influence to the national body and thus strengthen the organisation. Suggestions were put forward for linking up Provincial Associations with the Motor Hirers' and Coach Services Association by means of affiliation and it was proposed that a joint committee should be formed to consider the best way of carrying out this proposal. The serious position of those engaged in running motor coach services renders it imperative that everyone interested in this branch of transport should give his full support to the work of the Association at a time when the very existence of such firms is at stake. The proposal outlined at the meeting is one which should have the support of all engaged in the business and it is to be hoped that the secretaries of local associations will adopt the suggestion to write to Mr. R. P. Bailey, the Secretary of the Motor Hirers' and Coach Services Association, at 17, Water Lane, Great Tower Street, London, E.C.3, with a view to organising some scheme of affiliation as has been outlined.

### Industrial Councils Bill.

A Private Member's Bill, under this title, has been introduced to the House of Commons, the object being to form Industrial Councils in connection with every industry for which it seems practicable and expedient and also to legalise voluntary agreements when such have been made. Developments which have taken place of recent years make it more than ever important that the two sides of any industry, i.e., employers and employed, should work together harmoniously for the good of the industry in which they are all so closely interested, and any such industrial council when formed will have the effect of bringing together the two elements which so often seem to be in opposition and will help towards the better organisation and the peaceful carrying out of changes which may be necessary from time to time in the industry.

# Chairmen of Traffic Commissioners.

THE Minister of Transport announces the following appointments as Chairmen of Traffic Commissioners under the Road Traffic Act, 1930. The Chairmen will take up their duties on or about the 1st January, 1931.

| Traffic Areas in England. | Name. | Previous Appointments. |
|---|---|---|
| Northern | **H Riches, Esq., O.B.E.** | Chief Constable, Middlesbrough. |
| North-Western | **W. Chamberlain, Esq.** | General Manager, Belfast City Tramways. |
| West Midland | **Colonel A. S. Redman, C.B., M.Inst.T., R.E.** | Formerly Assistant Director of Transport and now Assistant Adjutant-General, War Office. |
| East Midland | **J. H. Stirk, Esq., J.P., M.Inst.T.** | Transport Manager, Birmingham Co-operative Society. |
| South Wales | **A. T. James, Esq., K.C.** | |
| Western | **A. F. Nicholson, Esq., O.B.E.** | Chief Constable, Exeter. |
| Southern | **Major-General Sir R. Ford, K.C.M.G., C.B., D.S.O.** | Formerly Deputy Quartermaster-General. |
| South-Eastern | **Rowand Harker, Esq., K.C.** | |
| Traffic Areas in Scotland. | | |
| Northern | **Sir John Maxwell, C.M.G.** | After qualifying as a Solicitor in Scotland, has held Administrative Posts in the Colonial Service. |
| Southern | **Archibald Henderson, Esq.** | National Secretary, Road Transport Group (Commercial), Transport and General Workers' Union; Member of London and Home Counties Traffic Advisory Committee. |
| | **Sir E. Haviland Hiley, K.B.E.,** has also been appointed. He was formerly General Manager, New Zealand Government Railways; Member, Royal Commission on Local Government of Greater London and Chairman, Rhodesian Railways Commission. | |

**MR. H. RICHES** has been Chief Constable of Middlesbrough for the past 28 years, during which time he has been closely identified with the work of inspection, supervision and control of Public Service Vehicles and the licensing of drivers and conductors. He has special experience of the regulation and co-ordination of road passenger services and since 1927 he has been closely connected with the Tees-side Regional Committee for the control of Public Service Vehicles operating in North Yorkshire and South Durham, in the initiation of which he played a large part.

SIR E. **HAVILAND HILEY** was in the service of the North-Eastern and Great Northern Railway Companies between 1891 and 1913. From 1913 to 1919 he was General Manager of the New Zealand Government Railways. He was a Member of the Royal Commission on Local Government of Greater London (1921-23), and also served on certain special Committees to investigate transport conditions in India, Rhodesia and elsewhere. In 1927-28 he was Chairman of the Rhodesian Railway Commission.

**MR. WILLIAM CHAMBERLAIN** has been the General Manager and Engineer of the Belfast City Tramways and Transport Department since 1928. Prior to this appointment he was in charge of the Municipal Tramways and Transport undertakings at Oldham and Leeds. He is a Past-President of the Municipal Tramways and Transport Association and is a Member of the Institute of Transport.

**COLONEL A. S. REDMAN** is a Member of the Institute of Transport. During 1914-20 he was an officer of the Movements Directorate at the War Office, and acted as Liaison Officer with the Railway Executive Committee. From 1921 to 1924 he was Assistant Director of Movements and from 1924 to 1925 Assistant Director of Transportation, War Office, and has been Assistant Adjutant General at the War Office since 1926.

**MR. J. H. STIRK** is the Transport Manager of the Birmingham Co-operative Society. Prior to this appointment he was with the Midland Railway Company. He is a Justice of the Peace for the City of Birmingham; Vice-Chairman, Birmingham Section, Institute of Transport; Chairman, West Midlands Division, Commercial

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Motor Users' Association; and Vice-Chairman, National Council, Commercial Motor Users' Association, and of the Birmingham Motor Coach Owners' Association.

**MR. A. T. JAMES, K.C.,** before being called to the Bar in 1911 practised as a Solicitor in Pontypridd. He has since practised in Cardiff and subsequently in London and on the South Wales Circuit and became a K.C. in 1928. Mr. James both understands and speaks the Welsh language.

**MR. A. F. NICHOLSON** is Chief Constable of Exeter, and in that capacity has had experience in the regulation and co-ordination of road passenger services.

**MAJOR-GENERAL SIR REGINALD FORD** served in the Royal Army Service Corps from 1893 to 1919. He thus acquired exceptional experience in the organisation of transport. He was in control of transport operations during the South African War, and during the Great War was Deputy Quartermaster-General at General Headquarters in France. From 1924 to 1929 he was General Manager and subsequently Managing Director of the Dunlop Rubber Company in India. From 1925 to 1929 he was Chairman of the West India Automobile Association.

**MR. ROWAND HARKER, K.C.,** was admitted as a Solicitor in 1900. He was called to the Bar in 1905 and practised on the South-Eastern Circuit and in London. Since 1919 he has practised at the Parliamentary Bar. He became a K.C. in 1926.

**SIR JOHN MAXWELL** was born in Kircudbrightshire, and after studying at Glasgow University, qualified as a Solicitor in Dumfries. Subsequently, he was appointed to the Colonial Service and has acted as Governor, Colonial Secretary, Attorney-General and Solicitor-General on the Gold Coast, where he has been Chairman of various Commissions and Committees including that on the re-organisation of the Government Motor Transport service.

**MR. ARCHIBALD HENDERSON** was born in Edinburgh and was at one time a tramway conductor; he is National Secretary of the Road Transport Group (Commercial) of the Transport and General Workers' Union. He has been a Member of the London and Home Counties Advisory Committee since August, 1929, on which he represents the interests of Labour engaged in the Transport Industry in the London Traffic Area.

## Personal Notes.

**Railway General Managers' Conference.** — Mr. James Milne, C.S.I., General Manager of the Great Western Railway, has been elected Chairman of the General Managers' Conference for 1931, in succession to Sir Ralph Wedgwood.

MR. JAMES MILNE, C.S.I.

**New Post for Mr. W. Chamberlain.** — His many friends will be interested to learn that Mr. William Chamberlain, General Manager and Engineer of the Belfast Corporation Tramways, has been appointed Chairman of the Area Commissioners under the Road Traffic Act for the North-Western Area. Before going to Belfast Mr. Chamberlain was General Manager of the Leeds Municipal Tramways and recently filled the position of President of the Municipal Tramways and Transport Association.

**Scottish Co-operative Wholesale Society.**—The retirement is announced of Mr. James C. Caldwell, who for nearly forty years has been Traffic Superintendent of the Scottish Co-operative Wholesale Society, Glasgow. Mr. Caldwell is one of the best known transport men in Scotland. Mr. Caldwell is succeeded as traffic superintendent by Mr. John Cairns.

**L.N.E.R. Appointment.** — The London and North-Eastern Railway Company have made the following appointment:—Mr. A. R. Wilson, Assistant to Cartage Manager, Southern Area, to be Cartage Manager, Southern Area, in succession to Mr. R. H. Todd, retired.

**Tyne Improvement Commission.**—Mr. H. P. Everett has been elected Chairman of the Tyne Improvement Commission in succession to Lord Kirkley (formerly Sir William J. Noble, Bt.), and Sir Arthur Munro Sutherland, Bt., is the new Deputy Chairman. Both are well known personalities on Newcastle Quayside. Mr. Everett is of the firm of Messrs. Witherington & Everett, shipowners, and Sir Arthur Sutherland is head of the Tyne-Tees Steamship Co. and the Sutherland Line.

**Institute of Transport.**—At a recent meeting of the Council of the Institute of Transport Mr. J. Milne, C.S.I. (General Manager of the Great Western Railway), was elected a Member of Council and Mr. W. V. Wood (a Vice-President of the London, Midland & Scottish Railway) was appointed Honorary Librarian of the Institute.

**Sir William Letts.** — We have been notified by Sir William Letts that he has resigned entirely from the Board of the Fisk Tyre Co., Ltd., both as Chairman and Director.

**Pagefield-Gardner Diesel Lorries.**—We are interested to note the formation of the Pagefield Commercial Vehicles, Ltd., a company associated with Walker Bros. (Wigan), Ltd., who are making the Pagefield-Gardner diesel vehicles. Of this new company Mr. G. R. Greenbergh, who introduced the Kerr-Stuart diesel lorry, is the Managing Director.

**A.E.C. Yorkshire Manager Joins Tillotsons.** — On October 1st last, Mr. H. Voyce, who, for the past five years, has occupied the position of A.E.C. Sales and Service Area Manager for Yorkshire, joined the firm of Oswald Tillotson (1929), Ltd., the new A.E.C. Northern Distributors, as Sales representative for the county mentioned. Mr. Voyce, with his wide experience and knowledge of transport work in this county, will undoubtedly prove an asset to the Company he is joining.

MR. H. VOYCE.

His association with the Motor Industry dates back to 1902 when he commenced duties with the Panhard Co. at High Road, Kilburn. After a period of much useful work in the commercial motor industry, he joined H.M. Forces and did four years service in the M.T. Workshops of the R.A.S.C.

**Lower Rates for Long Distance Journeys.**—There are still day and night motor coach services from Liverpool and Manchester to London, but the Liverpool rate has been drastically cut. Up to about the middle of October, the rate for the single journey was 15s. and return 27s. 6d. First one owner and then another departed from those fares, until now they are 12s. 6d. single and 20s. return. The position at Manchester is less clear, some owners quoting 20s. return and others 25s. return.

**Co-operation Proposed.**—Lancaster Omnibus Committee having considered a communication from Morecambe and Heysham suggesting a joint meeting of both corporations to discuss certain matters arising out of the Road Traffic Act, 1930, has directed its bus manager to prepare a report upon the advisability of running buses outside the borough. After this has been considered, it is probable that a meeting between the representatives of the two authorities will be arranged.

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# Bills in Parliament.

## Applications to the Minister of Transport.

DURING the forthcoming Session of Parliament many Private Bills affecting the transport industry will be considered, and a number of applications to the Ministry of Transport recently made, or shortly to be made, are also of interest. So far as particulars are available to the time of closing for press, the following are among the points worthy of notice.

The most important measure is the London Passenger Transport Bill, which aims at the establishment of a Transport Board for the London Traffic Area. Among other matters proposed in this Bill are:—

(a) Transfer to the Board of the undertakings of the London Electric Railway, District Railway, Central London Railway, City and South London Railway, and District and London Electric Railways' Lots Road Power House Joint Committee, and of the businesses or parts thereof of the London General Omnibus, Co., Autocar Services, East Surrey Traction Co., Overground, Tramways (M.E.T.) Omnibus Co., Metropolitan Electric Tramways, London United Tramways, South Metropolitan Electric Tramways and Lighting Co., Morden Station Garage, Underground Electric Railways of London, Metropolitan Railway, Metropolitan and District Joint Committee, etc.

(b) Transfer to the Board of parts of the undertakings (consisting of the operation wholly or partly within the London Traffic area of services of public service vehicles within the meaning of the Road Traffic Act, 1930) of Thomas Tilling, and of Tilling and British Automobile Traction.

(c) Transfer to the Board of the tramway and trolley vehicle undertakings owned by any local authority operating within or partly within the London Traffic area.

(d) Transfer to the Board of the undertakings of various bodies and persons within the London Traffic area in connection with the running of omnibuses.

(e) Transfer to the Board of the public service vehicle business of any body or person who may at any time hereafter run public service vehicles within the London Traffic area (so far as such business may be carried on within the said area).

(f) Transfer to the Board of rights and interests of the Metropolitan Railway or the District Railway in the East London Railway Joint Committee, Hammersmith and City Railway Joint Committee, Metropolitan and London and North Eastern Railways (Watford Joint Railway) Committee, Metropolitan and Great Central Joint Committee, and Whitechapel and Bow Railway Joint Committee.

(g) Powers to operate public service vehicles within and without the London Traffic area and to manufacture rolling stock.

(h) Provisions for co-ordinating the working of the undertaking of the Board and the undertakings of the L.M. & S.R., the L. & N.E.R., the G.W.R., and the Southern Railway or any of them.

(i) Prohibition or restriction of the running within the London Traffic area of any public service vehicle which on any one journey both takes up and sets down any one passenger within that area. Exemption of the Board from any provisions of Part II. of the Road Traffic Act, 1930, and any provisions of Part IV. of the said Act relating to road service licences.

(j) Agreements between the Board and the L.C.C. for the exercise by the Board of powers of the L.C.C. under the Thames River Steamboat Service Act, 1904.

Brighton and Hove Corporations and Thomas Tilling, Ltd., are jointly promoting a Bill for the incorporation of a Board, consisting of representatives of all three bodies, with power to work tramways and public services in Brighton, Hove, Portslade, Southwick and part of Shoreham.

The Yorkshire (Woollen District) Transport Bill relates to the abandonment of certain tramways, the repeal of certain powers and obligations of the Yorkshire (Woollen District) Electric Tramways, Ltd., and of the British Electric Traction Co., Ltd., and other matters.

The L.C.C. asks for authority to impose conditions as to structural arrangements for dealing with vehicular traffic in connection with cinemas and other buildings. It also asks for extension of time for the completion of works authorised by the L.C.C. (Lambeth Bridge) Act, 1924. The L.C.C. is also promoting a special "Vauxhall Cross Improvement" Bill, the nature of which is sufficiently indicated by its title. In this connection, the L.C.C. asks for powers to construct and work tramways and to abandon parts of existing tramways.

Accrington, Bacup, Brighton, Preston, Scarborough and Southampton wish to abandon certain tramways.

The Corporation of Hull asks for the incorporation of a Board for the construction and maintenance of a road, with a bridge carrying the same over the Humber, at Hessle, and for provisions as to tolls on traffic using the bridge.

Southampton Corporation seeks to take over the undertaking of the Southampton and Itchen Floating Bridge and Roads Co.

The Surrey C.C. Bill proposes to prevent ribbon development along county roads and intended roads.

Dagenham Council wishes to prohibit the filling of public motor vehicles with petrol when occupied by passengers. The Surrey C.C. and Gillingham and Romford Bills also contain provisions as to petroleum filling stations.

Powers with regard to control of traffic and/or hackney carriages are sought by Brighton, Gillingham, Portsmouth, Romford, Southampton, Tamworth and Taunton, and with regard to noise by Brighton, Dagenham, Romford, Southampton and W. Hartlepool. Blackburn and Portsmouth propose to make regulations as to weighing machines.

Darlington is applying to the Ministry of Transport for power to borrow further moneys for the purpose of its transport undertaking.

West Hartlepool desires to regulate the transport of food.

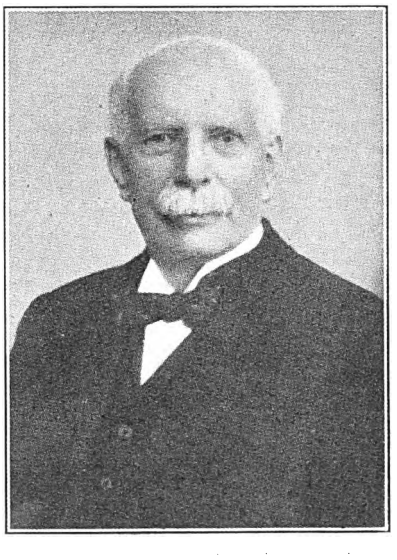
Various other public bodies seek powers which need not be set forth in detail here, but the general nature of all or some of the powers desired is indicated in the following table:—

| Powers sought (either new or in addition to or in extension of existing powers). | Name of authority or body. |
|---|---|
| To run motor or other omnibuses in and/or beyond their respective areas. | Bacup; Colne; Gloucester; Rotherham; Scarborough; W. Hartlepool; Wigan. |
| To run trolley vehicles in and/or beyond their respective areas. | Blackburn; Darlington; Doncaster; Ipswich; Preston; Scarborough; Southampton; Wallasey; York. |
| To restrict or prohibit competitive running of omnibuses or other services. | Blackburn; Brighton; Doncaster; Portsmouth; Southampton. |
| To increase temporarily or to continue temporary increases in the statutory maximum charges, or otherwise to increase or alter charges affecting the transport of goods. | Cowes Harbour; Gloucester Harbour; Grand Union Canal; G.W.R. (Harbours Piers and Docks); Lower Avon Navigation; New Junction Canal; Southwold Harbour; Warkworth Harbour; Calder and Hebble Navigation. |

# Obituary.

## Emile Garcke.

WE regret to record the death on November 14th, last, of Mr. Emile Garcke, M.I.E.E., a Past-President of the British Electrical Federation. Mr. Garcke had devoted himself to the development of electrical and kindred enterprises in the United Kingdom and abroad since 1883. He became Secretary of the Brush Electrical Engineering Company, in 1883 and occupied that position for 10 years subsequently becoming Chairman and Managing Director. He was very closely associated with the formation, in 1896, of the British Electric Traction Co., Ltd., of which he became Managing Director, only severing his connection in an executive capacity with that company and its subsidiaries in June last. In 1893 he became Managing Director of the Electric Construction Company of Wolverhampton. Mr. Garcke played a large part in framing the early legislation in connection with electricity supply in this country. He was a member of the Executive Committee of the Federation of British Industries, a member of the Institution of Electrical Engineers, Member of the Institute of Transport and was a Vice-President of the Tramways and Light Railways Association. The deceased gentleman leaves a widow and one son, Mr. Sidney E. Garcke, Chairman of Tillings & British Automobile Traction Limited.



THE LATE MR. EMILE GARCKE, M.I.E.E.

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# London Cartage and Haulage Contractors Provident Institution.

## Annual Dinner.

THE London Cartage and Haulage Contractors' Provident Institution came into existence as long ago as 1864. It was established for the purpose of aiding aged and necessitous members of the cartage trade in London and their dependants and to maintain, clothe and educate the children of such members or of deceased members where circumstances warrant such assistance.

The attendance at the Annual Dinner of the Institution, held at the Connaught Rooms, London, on November 25th last, constituted a record which is gratifying not only to the gentlemen responsible for the administration of the Institution but to all those engaged in the industry and their friends who realise what the Institution has done in the past to help and comfort those who have stood sorely in need of assistance and what it is now doing and will undoubtedly be called upon in the future to undertake if it is to advance along the course contemplated by those who had the inspiration so long ago to set this ship of benevolence upon a voyage which can surely never be completed whilst the urge towards extending help and sympathy animates the breast.

The guests were received by **MR. P. R. TURNER**, the President of the Institution, and Mrs. Turner.

**SIR WALTER GILBEY, BART.**, proposed the toast of the Institution.

He said that those present were well aware of the great work their Institution had done for 67 years in relieving the suffering and the aged and those in the trade who were in distressed circumstances and in maintaining and watching over their children, and all cases that came before the Committee received the most sympathetic consideration. The administration expenses were very low, and he knew that those in the trade were as proud of their Institution as they were of their industry.

It was characteristic of those engaged in industries in Great Britain that they looked after their fellows when in distress and requiring assistance and no other country in the world could compare with us in this respect.

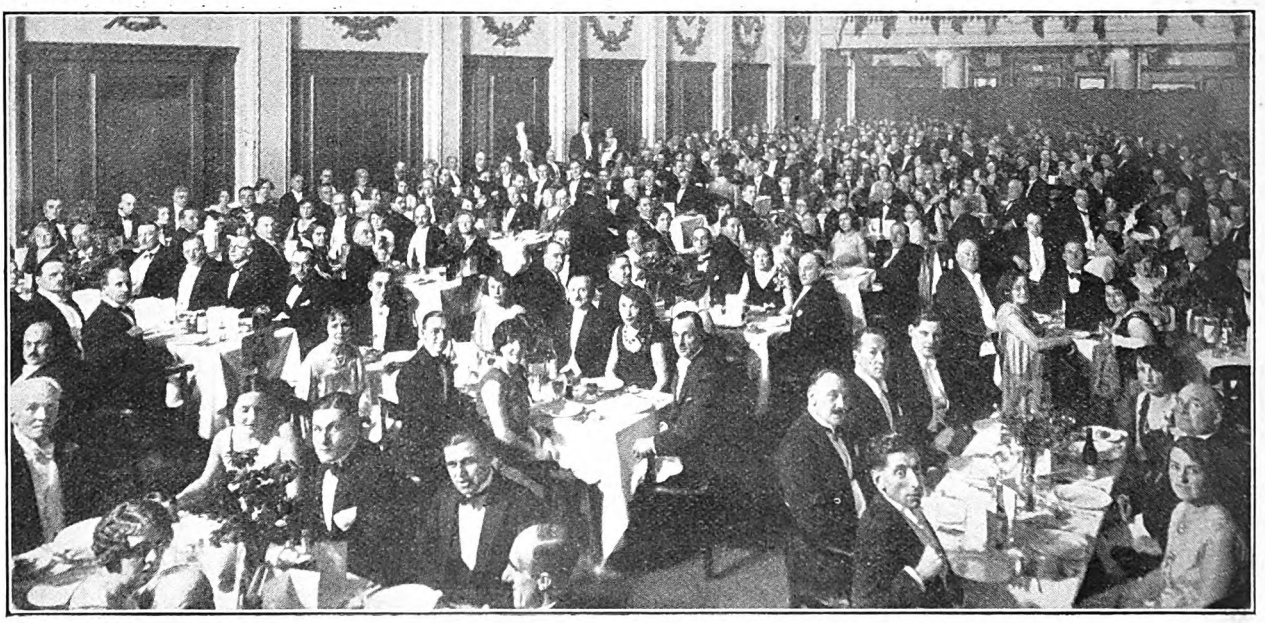
At the present time our country was suffering from an excessive and appalling burden of taxation and from a dwindling trade, and this must have a very serious effect upon benevolent institutions, and he did not know where the money was to come from for these deserving cases if things continued much longer in their present conditions, but as long as they had a currency note in their pockets they would most certainly try to help those who could not help themselves, and he did appeal, most earnestly, to all present to do all they could, and a little bit more, for their great Institution, because he was sure there was going to be in the future greater demands made upon all benevolent institutions and societies connected with the various industries of the country.

In his concluding remarks, Sir Walter Gilbey said that the merchants of this country, in the conduct of their businesses, depended entirely upon those engaged in the transport industry, and they did their job admirably well and were the manufacturers greatest asset.

He wished their Institution every success and he believed that as long as they invited ladies to their banquet their Institution would prosper. (Applause.)

**MR. P. R. TURNER, M.Inst.T.**, the President of the Institution, responded.

He thanked Sir Walter Gilbey for proposing the toast of the Institution in such happy terms. Sir Walter was an extremely busy man yet he always found time to come and support them at that annual dinner. (Applause.)



ANNUAL DINNER OF THE LONDON CARTAGE AND HAULAGE CONTRACTORS PROVIDENT INSTITUTION.

The toast, so ably proposed by Sir Walter Gilbey, was the toast of the evening, namely, that of their Institution which was so very dear to the hearts of all engaged in the transport trade of London.

Knowing that he was to respond to the toast he had got their Hon. Secretary, Mr. R. P. Bailey, to find for him the first Minute Book of their Institution and he found that it contained some very interesting details, but before referring to the happenings mentioned in that book he wished to acknowledge as sincerely as he possibly could the great work Mr. Bailey did in the interests of their Institution. Mr. Bailey's efforts were absolutely untiring and unselfish. (Loud applause.) Sir Walter Gilbey had referred to the fact that the expenses of the Institution were kept very low and that was due entirely to the hard work which Mr. Bailey did. (Applause.)

### LOOKING BACK.

In the old Minute Book to which he had referred he found that their Institution owed its existence to the efforts of nine men who met together in 1864 and at that first meeting Mr. Benjamin Abbott, who kept horses and cows in fields at Limehouse, was appointed honorary secretary—a position which he occupied for many years, and he was gratified to tell them that Mr. Benjamin Abbott's great-grandson had that evening put a cheque into his hand for a substantial amount for the work of the Institution. (Loud applause.) He doubted whether anyone could visualise fields with cows grazing in them at Limehouse to-day. (Laughter.)

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Mr. Thomas Morrison Fairclough was the first President of the Institution and they had with them that evening at least two of his descendants. (Applause.)

The old pioneers of their Institution held their first dinner at the Crystal Palace; could they imagine anyone holding a dinner there to-day, especially in July or August, as they did in those days? (Laughter.) They also held a dinner or two at the London Tavern and one or two at Alexandra Palace, and now after 67 years they were holding their Annual Dinner at the Connaught Rooms in London.

THE NEEDS OF TO-DAY.

Since those early days the Institution had made enormous strides and the calls made upon it had been heavier than anyone could then have imagined. Some of their pensioners had received from the Institution as much as £1,000, and to-day he believed they had one pensioner who had received nearly £800. Sums were paid out regularly to their pensioners to help them in their declining days. (Applause.)

Sir Walter Gilbey had referred to the burden of taxation and the slump in trade. Undoubtedly members of the transport industry had received a severe blow and he was afraid that in some cases it was a mortal blow. Therefore, he did appeal to those who had so kindly come that evening and had made that their record banquet to open their hearts and respond to the appeal of the Institution for help to enable it to meet the calls of the future which appeared likely to be more heavy than any they had yet experienced. (Loud applause.)

**MR. J. H. TURNER,** proposing the toast of "Our Guests," said it had been a very important toast throughout the 67 years of the life of the Institution, because it had been largely supported throughout the years by the benevolence of guests who attended that annual dinner.

That night witnessed their record gathering and he thanked the guests for their kind interest, and in spite of the fact that we heard so much to-day of the equality of the sexes the day of chivalry was not yet passed and he therefore thanked the ladies for their attendance.

He had heard a story of a young lady who commented on the thickness of her grandmother's wedding ring—"Ah," replied the old lady, "when I was married wedding rings were made to last a lifetime." Out of the strength of the affections each had formed for the other in connection with the work of their Institution and which they trusted would last a lifetime did they hope to progress with the good work, and he trusted that the ladies would take a continued and ever growing interest in that work.

He cordially thanked Sir Walter Gilbey for his kind attendance and continued interest in their Institution.

To those in the transport trade Sir Henry Maybury, who was one of the gentlemen who would respond to the toast, was, of course, well known, and in the years to come people would look back and thank Sir Henry for the long view he had always taken, not only of the transport needs of to-day, but of the ever increasing needs of to-morrow, the to-morrow that always begins to-day. Sir Henry Maybury advocated the construction of our wonderful arterial roads and they hoped he would be spared many years to witness the fruits of his labour. (Applause.)

Mr. W. Edwards who would also respond was, as most of those present knew, the President of the National Road Transport Employers' Federation to which most of the transport associations were so closely allied. Mr. Edwards was doing great work for the transport industry. He possessed a very convincing personality, knew and understood his job, and was willing at all times to do everything humanly possible to help the transport trade. (Applause.)

Mr. C. le M. Gosselin, who had also kindly consented to respond to the toast, was the President of the Commercial Motor Users' Association, a very fine body of gentlemen, whom they thanked most sincerely for hearty co-operation in times of need. They welcomed also Mr. F. G. Bristow, the General Secretary of the C.M.U.A., who was always so willing and did so much for the transport trade. (Applause.)

They welcomed to their table Mr. Frank Elliott Assistant Commissioner of the Metropolitan Police, who had much to do with the immediate needs of the transport trade in the metropolis. They thanked Mr. Elliott for what he did which resulted in the smooth working of transport in the London area, and he was sure that all realised what a great organisation the Metropolitan Police Force was. (Applause.) It was the desire of the transport contractors of the metropolis—always to co-operate with the police in the best interests of all concerned.

He thanked all their guests for their kindly interest in the work of the Institution. He hoped they would go away and speak well of the Institution if they could—speak ill of it if they must, but if they would only talk about it then all would be well. (Applause.)

**SIR HENRY MAYBURY, K.C.M.G., C.B., C.B.E., J.P.,** responding, said it was true that in the course of his life he had, like the transport contractors, tried to make a precarious living on the streets. (Laughter.)

He had had the good fortune to be associated with their leaders, and with Mr. R. P. Bailey their eminent Hon. Secretary for many years. For the last five years he had been Chairman of the London and Home Counties Traffic Advisory Committee and if he had never before heard of the existence of the London Cartage and Haulage Contractors' Association they could be quite sure that so long as Joe Turner was their representative on that Committee he would never be allowed to forget its existence. (Laughter and applause.)

Something had been done for London traffic and although they might not agree, yet it was a fact that traffic passed along the streets of the metropolis three-quarters of a mile an hour faster than it did in 1924. (Applause.)

**MR. W. EDWARDS, M.Inst.T.,** President of the National Road Transport Employers' Federation, said he had been only too pleased to render what little assistance he could to the industry through the activities of the Federation, but he could assure his hearers that whatever he had accomplished could not have been done without the loyal support he had received at all times from their Chairman, Mr. P. R. Turner. (Loud applause.) It was fortunate that Sir Henry Maybury was with them in view of his association with the Ministry of Transport, as he could see how greatly benevolence had to enter into the life of commercial road transport and Sir Henry might, if it was necessary, testify to the fact that their industry was in a very delicate and sensitive condition and quite unable to withstand the shocks administered to it by the Ministry of Transport.

Wherever transport men gathered, the Road Traffic Act was discussed. That Act might prove to be the means of controlling traffic, but he did not hesitate to say for those engaged in actual transport that they thought the Act was a great experiment and one which might involve serious consequences and possibilities if the Ministry did not exercise discretion and judgment in effecting the change over; otherwise undoubtedly serious loss would be imposed upon those who might well claim to have been pioneers in the commercial road transport industry. (Applause.)

**MR. C. LE M. GOSSELIN, M.I.A.E., M.Inst.T.,** President of the Commercial Motor Users' Association, said that the dinner of the London Cartage and Haulage Contractors Provident Institution was a function which each President of the C.M.U.A. looked forward to as it gave him the opportunity of paying his personal tribute as well as that of the C.M.U.A. membership to the wonderful work which was being done by their Institution, and the C.M.U.A. regarded very highly the admirable way in which the Institution was presided over by Mr. P. R. Turner, aided so enthusiastically and loyally by Mr. R. P. Bailey. (Applause.)

**MR. W. H. HIXON,** proposing the toast of "The Chairman," said that as many of those present were aware, Mr. P. R. Turner was not only the President of their Provident Institution but he was President also of the London Cartage and Haulage Contractors' Association.

The Provident Institution had always been fortunate in having at its head gentlemen whose names were so well known in London transport circles and who had always been ready and willing to give of their best in the endeavour to help less fortunate members of their trade, and he was sure all would agree with him when he said that their Chairman maintained most worthily the traditions of the past. (Loud applause.) To recount to them the many activities of their Chairman would take him far too long, but he would like to mention his excellent work as Vice-President of the National Road Transport Employers' Federation in which capacity in conjunction with Mr. W. Edwards, of Liverpool, the President of the National body, he had done most valuable work particularly in connection with the Road Traffic Act. No man had done more for the transport trade in London and the provinces than had their Chairman. (Applause).

He did not suggest for one moment that they should canonise Mr. P. R. Turner, but he did say that if ever their Institution built a house of detention for misguided

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meddlers in the intricate game of transport he had no doubt that a stained glass window would be installed to commemorate their Chairman. (Laughter and applause.)

Long might Mr. Turner remain on the bridge to guide them. (Applause.)

**MR. P. R. TURNER,** responding, said he was so conscious of his own shortcomings not to take all the kind things Mr. Hixon had said as being directed to him personally but to the Chair he had the honour to occupy.

Years ago they all were told the story of Cinderella. She was said to be young, charming, beautiful and, no doubt, clever, but it had always seemed to him that she failed to organise. (Laughter.) She did not even succeed in convincing her inferior and ugly sisters that she was more beautiful than they. He thought that the transport contractors were Cinderellas and one of their troubles was that they had failed to convince their ugly sisters that they were charming, young and clever. He hoped that when the time came, if it did come, when they would be fortunate enough to have a glass slipper presented to them that it would be found to fit them admirably, and that the Prince of good fortune would descend upon them. (Applause).

If he had been able to do anything to assist the industry he was very happy. He had been ably supported by those around him but he did wish that more members of the trade in London would realise that it was not right for the few to do the work of the many. If the many would take their part then he was sure that all would go on merrily. (Loud applause.)

## Hours of Industrial Employment Bill.

THE Hours of Industrial Employment Bill, to regulate the hours of work in industrial undertakings, has been introduced in the House of Commons by Miss Margaret Bondfield, the Minister of Labour, supported by Mr. William Graham, Mr. Attorney-General and Mr. Lawson.

This Bill is based upon the Washington Hours Convention of 1919. Its limits the statutory working hours of workers in industrial undertakings to eight in any day and forty-eight in any week (the "statutory limits"). Extensions of the limits are allowed as follows:—

(*a*) workers who are employed for less than eight hours on any day of the week may be employed up to nine hours on all or any of the other days subject to the weekly maximum of 48 hours.

(*b*) the hours of shift workers may be arranged so as to average not more than 48 hours over two or over three weeks.

(*c*) the employment of workers upon continuous processes may extend to 56 hours weekly upon an average over three weeks.

For the "statutory limits" of working hours other limits may be substituted on the agreed proposals of organisations of employers and of workers, subject to a weekly average of not more than 48 hours.

The working of 48 hours in a week of five days or less may be permitted subject to the agreement of the workers' organisation.

Preparatory and complementary work and essentially intermittent work may be permitted outside the statutory limits.

Overtime may be worked in order to deal with pressure of work which cannot be dealt with during the statutory working hours of the workers available. The payment for overtime must be at not less than time-and-a-quarter. Overtime must not exceed 32 hours in any period of 28 days; this maximum may be varied by regulation or order.

The restrictions upon working hours do not apply in case of accidents and other emergencies.

Employers are required to notify workers of their working hours and to keep records of hours worked.

Clauses 8 and 9 of the Bill deal with the enforcement of the provisions of the Bill, including the appointment of inspectors and the penalties for contravention.

Before making any order or any regulation relating to the arrangement of working hours, the Minister is required to consult organisations representing the employers and workers who will be affected. No such order or regulation affecting workers to whom Part IV of the Railways Act, 1921, applies may be made unless it is in accordance with a recommendation by the railway companies and the railway trade unions jointly or by the Central Wages Board or the National Wages Board. All regulations and orders are to be laid before both Houses of Parliament.

Power is taken to suspend the operation of the Bill in case of national emergency.

The Bill applies to work in mines (except as mentioned below), in quarries, in factories and workshops of all kinds, upon building and works of construction, at docks and upon warehousing and transport under contract.

Industrial branches or departments of non-industrial undertakings are included.

Non-industrial branches or departments of industrial undertakings are excluded, except that the Bill applies to the warehouse and transport branches of industrial undertakings notwithstanding that they may not be engaged upon warehouse and transport work under contract.

The Bill does not apply to undertakings confined to the employer's family, to persons engaged in supervisory, managerial or confidential capacities, to clerical workers, to home workers, to persons employed at sea, to persons whose hours of employment are regulated by the provisions of the Coal Mines Acts, 1887 to 1930, other than s. 92 of the Coal Mines Act, 1911, or to persons employed in agriculture.

The Bill applies to workers in industrial undertakings under the Crown or under local authorities as to other workers.

It is provided that shorter hours or higher rates of wages secured by custom or agreement shall not be affected by the Bill.

An increased charge on the Exchequer is proposed under Clause 8 in respect of the salaries of inspectors and other officers appointed for the purpose of enforcing the provisions of the Bill. It is contemplated that Inspectors should be appointed under the Bill only to the extent to which the assistance available from the existing industrial inspectorate is insufficient. It is not expected that the additional cost arising under Clause 8 will exceed £50,000 annually.

## Road Traffic Act, 1930.

PART I of the Road Traffic Act came into force on December 1st, with the exception of Sections 10, 17, 19 and 25.

Section 10 which provides for the abolition of the speed limit in the case of ordinary motor cars and motor cycles is to come into force on the 1st January, and Section 17 which deals with the requirements as to employment of drivers and attendants on motor vehicles and trailers will become effective on the same date.

Part II of the Act which deals with the provision to be made against third party risks arising out of the use of motor vehicles will come into force on the 1st January.

Part III of the Act which amends the law relating to highways and deals with the offences of neglecting to comply with traffic directions and of leaving vehicles in dangerous positions became effective on December 1st.

Part IV of the Act which deals with the licensing and regulation of public service vehicles (motor omnibus and motor coaches), came into force on December 1st, so far as was necessary to enable the Traffic Commissioners and their Staffs to be appointed. Further provisions of this Part of the Act are to come into force on the 1st January, for the purpose of enabling the Commissioners to receive applications for licences, consents, etc., and to consider them and reach decisions, but the final date on which this Part of the Act will become fully operative, i.e., when services of public service vehicles can be operated only under the Traffic Commissioners' licences, has not yet been finally determined. The provisional date which the Minister has in mind for this purpose is the 1st April, next.

Part V of the Act which confers additional powers on local authorities with respect to the running of public service vehicles is to come into force on the 1st January, for the purpose of enabling these authorities to apply to the Traffic Commissioners for their consent to run public service vehicles on new routes outside their areas and for enabling them to make the working agreements with other operators, whether municipal or private, which are authorised by Section 105 of the Act. It is intended that this Part of the Act should become fully operative at the same date as Part IV.

The Minister has already announced his intention of deferring the operation of Section 19 of the Act which deals with the limitation of time for which drivers of certain vehicles may remain continuously on duty until February 1st, but no Order with regard to the commencement of this Section has yet been made. The Minister proposes shortly to confer with representatives of the railway and canal companies and highway authorities with regard to the provisions of Section 25 which deals with the restriction of the use of weak bridges by heavy vehicles, but the date on which this Section, which will involve the replacement of a very large number of notices on bridges, will become operative has not yet been fixed.

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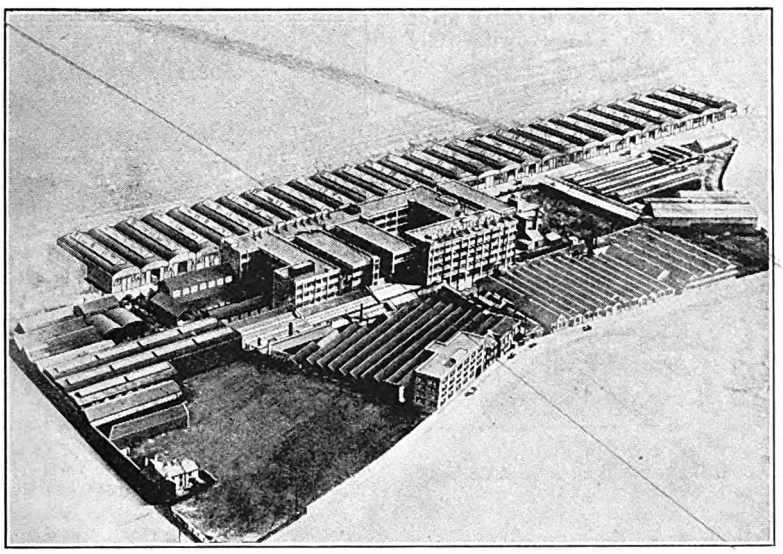
# Morris-Commercial Activities.

THE primary reason for a recent visit to the Morris-Commercial Works at Birmingham was to examine the new Leader 50-cwt. lorry which is now in full production, but a few words about the Morris-Commercial organisation will not be out of place and will add interest to the description of the vehicles which follows.

The Morris-Commercial Organisation which controls one of the largest commercial vehicle Works in Europe, has in the past concentrated its efforts on the production of light vehicles of 12-cwt. and one-ton capacity, and it was not till the 1930 season opened that any serious attention was directed towards the heavier vehicles. The growth of the Morris-Commercial Works has been remarkable. Little more than six years ago the factory was organised and production commenced at the rate of nine vehicles per week; now the output runs into hundreds a week and there are over 50,000 Morris-Commercial vehicles in service all over the world.



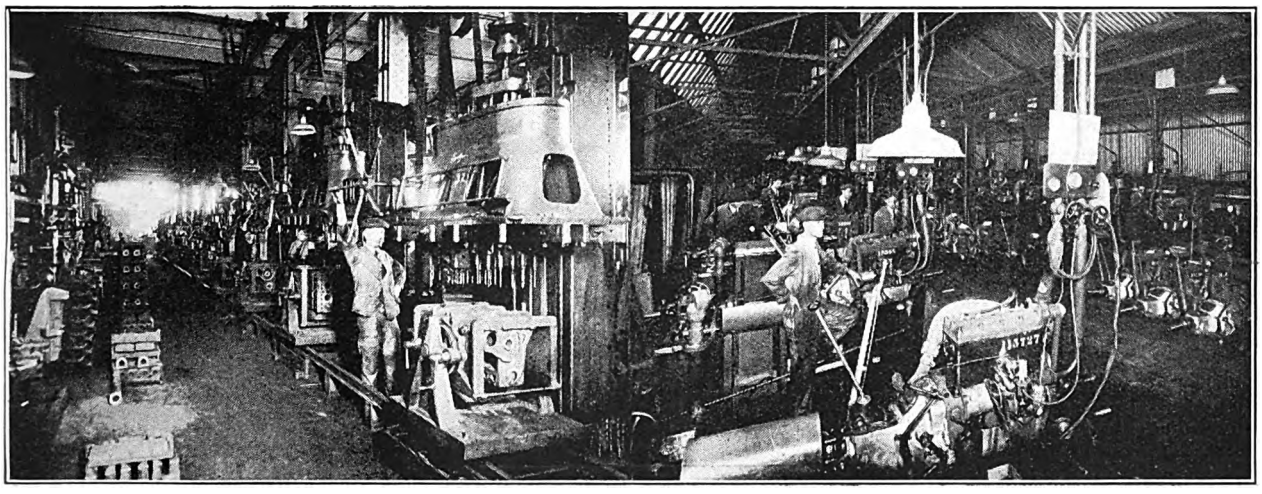
BIRDS-EYE VIEW OF THE MORRIS-COMMERCIAL FACTORY AT SOHO, BIRMINGHAM.

So rapid has been the development of the Works that no sooner is one extension completed than another is put in hand, while in addition a new railway siding is in course of building, which is necessitating pulling down buildings, making a solid embankment, and carrying out other improvements which will facilitate the transport by rail of the Morris-Commercial productions direct to the docks for the very big export trade in these well-known vehicles.

loaded 30-cwt. Truck on ordinary roads. Petrol consumption worked out at 19.91 miles per gallon equivalent to 32.9 nett ton miles per gallon. Oil consumption was correspondingly low at 2,784 miles per gallon, with the vehicle averaging 20 miles an hour. Hill climbing tests were also observed by the R.A.C. Prestatyn Mountain and Sutton Bank, both with gradients of 1 in 3 were easily climbed with full load. The "Middle-Weight Champion" has a lively engine developing 35 h.p. at 2,500 r.p.m.—a 4-speed Gear Box with low emergency gear of 43 to 1—an efficient dry plate clutch, overhead worm rear drive, Springs of Silico Manganese Steel, large internal expanding brakes and Dunlop tyres.

While the production of the "Middle-Weight Champion" and its light sister vehicles was in full swing at the Soho Works, another new factory was acquired at Adderley Park, Birmingham, where the latest machinery was installed to manufacture the heavier types of goods and passenger vehicles. Examples of the models to be built at this new factory were exhibited at the 1929 Olympia Commercial Show, but production on a large scale has only just commenced, the greater part of 1930 being devoted to organisation and the making of jigs.

In addition to the 50-cwt. goods vehicle called the "Leader," now being produced in large numbers at this new works, other vehicles approaching the full production stage are a



MORRIS-COMMERCIAL WORKS, SOHO, BIRMINGHAM.
LEFT: A NUMBER OF MULTIPLE DRILLING MACHINES. RIGHT: ENGINE TEST SHOP.

The 1930 season opened with a big sales offensive directing attention to a new and very successful 30-cwt. model, which was called the "Middle-Weight Champion." This model, a complete Truck with every necessary accessory including engine-driven tyre pump, spare wheel and tyre, 12-volt lighting and starting set—only costs £249 10s. 0d. Statements regarding the very low running costs of this Morris-Commercial Truck are fully confirmed by the report issued by the Royal Automobile Club on a 1,000 miles trial with a fully

20-seater passenger vehicle called the "Viceroy" and a 28/32 seater called the "Dictator" suitable for bus or coach work. The "Dictator" was a great attraction at the last Olympia Commercial Show, due to its many interesting features. The power unit, for instance, can be removed from the chassis within half an hour using standard tool kit, and without the use of trolley cranes, or any special tackle.

When we were in Edinburgh in July last, on the last day of the Institute of Transport Congress, after inspecting the

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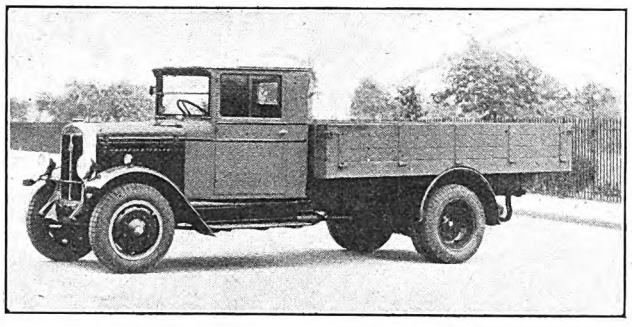
Forth Bridge in the morning, we were taken with a party of delegates, on a sight-seeing tour of Edinburgh in motor coaches, placed at our disposal by the Edinburgh Corporation Transport Department. These were Morris-Commercial "Viceroy" 20-seaters and very comfortable coaches they proved to be. On a second visit to Edinburgh last month we were interested to learn from Mr. McLeod, of the Edinburgh Transport Department, that these passenger coaches were supplied while they were waiting for the delivery of the larger "Dictator" passenger coach and so pleased were they with the vehicles that they had decided to keep them in addition to the larger coaches.

Going back again to the Soho factory, a few months ago a new model was introduced to cater for tradesmen and manufacturers who have to carry bulky, rather than heavy loads. This new model is called the "R.D." Bulk Load Carrier, with 66 square feet of platform space to carry loads up to 50-cwt. It has a Six-Wheeled Chassis with fully articulated trailing axles at the rear; the complete truck with full equipment only costs £353.



THE NEW MORRIS-COMMERCIAL "LEADER" 50-CWT. TRUCK.

Now the very latest models to make their appearance are the light goods vehicles of 10-cwt., 15-cwt. and 1-ton capacity. These new Morris-Commercial models offer astonishing value, as they embody many modern refinements including chromium plating, gear-driven tyre pump, balloon tyres, group lubrication, 12-volt 5-lamp lighting and starting set, streamline bonnet and scuttle, and the equipment is complete. These new vehicles are not only striking in appearance and of low cost, but they are also of sturdy construction to give lasting service under the most arduous conditions.

Any Morris-Commercial vehicle can be bought by a convenient Hire Purchase scheme of a small deposit and 12 or 18 monthly payments.

MORRIS-COMMERCIAL MODELS FOR 1931.

10-cwt. Van, £190; 15-cwt. Van, £195; 1-ton Chassis, £172; 1-ton Truck, £198; 1-ton Van, £220; 30-cwt. Chassis, £218; 30-cwt. Truck, £249 10s.; 30-cwt. Van; 35/40-cwt. Chassis, £280; 35/40-cwt. Truck, £330; 50-cwt. "Leader" Chassis, £445; 50-cwt. "Leader" Truck, £515; Bulk Load Carrier, £353; 30-cwt. 6-wheeler Chassis, £450; 2-ton 6-wheeler Chassis, £465; Standard Fire Engine, £748; Special Fire Engine, £635; 6-wheeled Fire Engine, £998; 20-seater Passenger Chassis, £595; 28-seater Passenger Chassis, £890; 32-seater Passenger Chassis, £925.

THE NEW MORRIS-COMMERCIAL "LEADER" 2½-TONNER.

The Morris commercial 2½-tonner is now in full production, after having undergone very severe tests in Poland where it was sent for demonstration purposes as well as tests. As a result of these tests, which were over exceptionally rough roads and during which it was frequently considerably over loaded, various parts have been suitably strengthened so that the purchaser now has every reason to be confident that he is purchasing a thoroughly trustworthy vehicle. The price of the chassis is £445 or £515 complete with a hinged-side truck body.

The four cylinder engine has a detachable cylinder head, a cubic capacity of 3,544 c.c., bore 95 m.m. and stroke 125 m.m. It develops 60 h.p. at 2,500 r.p.m. The crankshaft has five main bearings. The pistons are aluminium alloy with three rings and the connecting rods are duralumin, H section. Lubrication is by a camshaft driven gear pump delivering oil under pressure to all main and connecting rod bearings. The cylinder walls are oiled by splash. The oil filter is easily removed for cleaning and without loss of oil. Ignition is by H.T. magneto driven in tandem with the dynamo. The carburetter is the S.U. horizontal type. Cooling is by water pump assisted by fan. The gear box is unit with the engine and provides four forward speeds and a reverse, the gear

A MORRIS-COMMERCIAL 3-TON "LEADER" VAN SUPPLIED TO THE ROTTERDAMSCHE MELT INRICHTING.

ratios being first 4.99, second 2.68, third 1.79 and top 1 to 1, reverse 4.03. The control lever is central and of the ball type. The clutch is the single dry plate type.

From the gear box the drive is taken through an open type propeller shaft, the front end of which is coupled to the gear shaft by a universal joint, and passes through an intermediate ball bearing bracket and there are two universal joints at the rear end of the tubular shaft. The rear axle is of the fully floating overhead worm type with 7.25 to 1 ratio.

The front springs are over-slung, semi-elliptic, 39 in. by 2¾ in. and the rear are under-slung, semi-elliptic, 56 in. by 2¾ in. The foot brakes operate in large diameter drums on the front and rear wheels and the hand brake operates on the rear wheels only. The wheels are disc with detachable rims carrying 32 in. by 6 in. tyres, twins on the rear wheels. There is a mechanical tyre pump.

The frame is exceptionally deep and has five cross members. Steering is by worm and worm wheel, chassis lubrication is by oil gun through accessibly grouped oiling points. Fuel is gravity fed to the carburetter from a 16-gallon tank supported on the dash plate.

The principal dimensions are, wheelbase 13 ft., overall length 19 ft. 6 in., width 6 ft. or 6 ft. 5½ in. over the rear tyres. Dash to end of frame 15 ft. 7 in. Back of seat to end of frame 11 ft. 3 in., turning circle 60 ft. Body weight allowance 15-cwt. Chassis weight 40-cwt., front track, 4 ft. 9 in. and rear track 5 ft. 3§ in. with twin tyres.

A larger model has now been produced to carry 3 tons and we produce the photograph of one of these vehicles, just received from Holland, supplied to the Rotterdamsche Melt Inrichting of Rotterdam, who now operate 10 Morris-Commercials. This picture is interesting as it serves to illustrate that British vehicles are selling well on the Continent against strong foreign competition.

## Long Distance Road Haulage Committee.

A MEETING of the firms who appointed the Long Distance Road Haulage Committee of Inquiry and those who subsequently become affiliated through the Committee has been called for Tuesday, December 16th, at 2.30 p.m. at Winchester House, Old Broad Street, London, E.C. At this meeting the report of the Committee will be read and considered and the meeting will also determine what further steps, of any, shall be taken. The presence of any other members of the industry at the meeting will be welcomed.

The report, of which we have received a copy, details the work undertaken from the appointment of the original Committee in April last, and refers to the evidence given before the Royal Commission on Transport, which has already been reported in this journal.

The report states that it has not been the desire of the Committee to form a new association and existing avenues have been explored to see whether the long distance haulage industry could link up with an existing organisation. After carefully considering the constitution of the Commercial Motors Users' Association and that of the National Road Transport Employers' Federation, the Committee are of opinion that neither of these bodies is suitable for the purpose. In the view of the Committee the long distance road haulage industry must depend entirely on its own resources.

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# Motor Hirers and Coach Services Association.

## Annual General Meeting.

THE Annual General Meeting of the Motor Hirers and Coach Services Association was held at the Cannon Street Hotel, London, on December 8th, last.

In the absence through indisposition of Mr. H. T. Rickards (C. Rickards, Ltd., Paddington), the chair was taken by **Mr. J. H. Lowe** (Grey Coaches, Ltd., London), who, opening the meeting, said he was sure that all the members would much regret that Mr. Rickards was unable to be with them owing to illness.

The Minutes of the last Annual Meeting, having been published were taken as read and adopted.

**Mr. R. P. Bailey,** the Secretary of the Association, presented the Balance Sheet for the year ended September 30th, 1930, which was adopted.

**Mr. M. Logette** (G.B. Motors, Ltd., London), presented the Annual Report.

He reviewed the activities of the Association and in the course of his remarks said that the policy followed during the year had been successful. It was, however, necessary for the Association to become more of a National body and embrace a wider field than hitherto.

The members were very pleased to hear of the restoration to health of their President, **Mr. H. T. Rickards,** although unhappily he was unable to be with them that evening. He was afraid that as a result of their President's activities and endeavours in the interests of members of the Association, Mr. Rickards had for some time suffered from indifferent health aggravated he ventured to suggest by worry over the affairs of other people which he had always been so willing to shoulder. (Applause.)

Changes had been made in the Secretarial arrangements. The Association had now appointed a full-time Assistant Secretary to help Mr. Bailey.

The membership of the Association was 250, representing a minimum of 3,000 public service vehicles. The Management Committee met during the year on no less than fourteen occasions.

### ROAD TRAFFIC ACT.

Mr. Logette said that the most vital matter dealt with by the Committee during the year was, of course, the Road Traffic Act. One of the main objects the Association endeavoured to achieve during the progress of the Bill through Parliament, was protection for existing services. Assurances had been given in Parliament, and the Minister of Transport had definitely stated that the Traffic Commissioners, in the discharge of their duties, would be instructed to have regard and consideration for existing operators. Whether this assurance and many others given them on other questions were but pious hopes or whether they could be accepted as promises to be faithfully carried out, remained to be seen, but he thought it was an accepted fact throughout the whole of the road transport industry that Mr. Herbert Morrison, the Minister of Transport was one of the most sincere Ministers who had ever controlled a Government Department and they believed they would have a square deal, but as they knew Governments did not last for ever even with the assistance of Mr. Lloyd George. (Laughter.)

The principle to be adopted in safeguarding and protecting existing services should be that of historical priority and not one of quota. It would be unfair and disastrous to capital they had invested in services pioneered years ago to be compelled to share their goodwill with those who had come on to the road, in total disregard of the warning of the Minister of Transport, for the purpose of staking last minute claims.

### PROPOSED AFFILIATION OF PROVINCIAL ASSOCIATIONS.

Whilst their Association was a National organisation and recognised as such throughout the industry, their strength in some areas was extremely scattered and some of the Committee had given continual consideration to the question of the extent of their sphere of influence, desiring to make the representation still more National. During the year a number of provincial owners' associations had put out feelers and inquiries on the question of becoming affiliated with the Motor Hirers and Coach Services Association. The constitution of the National body however, did not provide for the system of both individual membership and the affiliation of other bodies. In the past it had always been urged upon members of local associations that they should also become members of the Motor Hirers and Coach Services Association but they were met by the argument that provincial members must belong to their local organisations which were best able to deal with purely local matters. Obviously such members were quite right. A national association could not possibly be interested in the colour of the socks worn by a Town Clerk in a particular provincial town. (Laughter.) On the other hand, very few, if any, of such local Associations had the slightest knowledge of all that the Motor Hirers and Coach Services Association had done on their behalf.

### AN INVITATION.

It was suggested that the Committee of the Motor Hirers and Coach Services Association should invite two representatives of every provincial organisation of public service vehicle owners, e.g., the Chairman and Secretary, to come to London and have an immediate conference to explore the best way of setting up some scheme of affiliation. No doubt any question of liaison would be based upon the question of vehicle strength, i.e., he visualised that a local association which had say fifty vehicles might be entitled to send one or two representatives and another representative for another fifty vehicles and so on, and thereby set up a National Council consisting of perhaps 20 or 25 gentlemen. Further he visualised that perhaps the National Association could pay the expenses incurred by those representatives in coming to London to attend the monthly meetings of the Council, and it might be arranged to hold Council meetings in various areas, so that each could get to know the troubles of the other. This was the idea in his mind. The scheme could not be set on foot in a day. If the idea was adopted the matter should be got on with as quickly as possible.

The Secretary of each local Association was invited to communicate at once with Mr. R. P. Bailey, the Secretary of the Motor Hirers and Coach Services Association, at 17, Water Lane, Great Tower Street, London, E.C.3, and he had no doubt that the Association would place an office at the disposal of such National Council. He prophesied that purely local associations would, in view of the new legislation, soon become obsolete except for dealing with purely local matters. If members of the public service vehicle industry did not hang together they would hang separately.

The annual report was adopted and a hearty vote of thanks passed to Mr. Logette for his review of the work of the year.

### RE-ELECTION OF PRESIDENT.

**Mr. H. T. Rickards** was unanimously re-elected President for the ensuing year.

### NO DICTATOR.

When the question of electing the Management Committee for the ensuing year was introduced, **the Chairman** said it was proposed that twenty gentlemen should be appointed.

**Mr. G. Nowell** (Great Western Express, London), said he thought they had reached a crisis in the motor coach industry, and they were beset on all sides by danger. He thought that one man should be placed at the head of the association who could say what ought to be done, and matters should not be left for argument by the whole of the members of the Management Committee.

A member urged that the work of the association should be done through Sub-Committees, whilst another member contended that the Committee had not proved sufficiently forceful.

**Mr. E. Monkman** (Orange Luxury Coaches, London), said he did not think that the members who had criticised the Committee quite realised the position. The members of the Committee were all, of course, busy in their own businesses as well as doing work for the Association. It was certainly not a question of anything the Association could usefully do having been neglected. If the gentlemen who had been critical were a little more frequent in their attendance at meetings at which their presence had been requested they might have learned a little more of what the Association had done. In principle the appointment of one man as a dictator in times of stress was no doubt a good move, but could they find somebody who would enjoy the confidence of every operator; remembering that the Association comprised various branches of the coaching industry. If they appointed a short distance operator to be a kind of dictator, would not the seasonal operator ask whether he would get full attention and so on. He thought that to divide the work of the Association between various Sub-Committees was the best way.

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Continuing, Mr. Monkman mentioned that quite recently certain members of the Committee received information regarding Section 19 of the Road Traffic Act. Without any delay those gentlemen attended at the Ministry of Transport and gathered that apparently draft regulations dealing with the limitation of time for which drivers of certain vehicles might remain continuously on duty, would be available in a few days time, although they had understood that nothing in this direction would be done until an opportunity had been given for further representations to be made by those affected. They would now have forty days in which to make representations and two members of the Committee had arranged to spend the whole of the following day in preparing the case for the motor coach operators under Section 19.

With regard to the suggested zone area for motor coaches entering London, of course operators simply could not have it, and if it came into force they would die. Something very drastic would have to be done about it. The Association were assured by the Ministry of Transport that their representations would receive close consideration.

Several members spoke against the proposal to appoint one man to control the affairs of the Association.

**Mr. A. Kelcey** (Orange Coaches, Chatham), pleaded for a greater provincial representation on the Management Committee, but it was pointed out that although all members had been invited to send in nominations none had been received within the time prescribed by the constitution of the Association.

After discussion, it was agreed that the Council at their next meeting should consider the question of co-opting certain provincial members on to the Committee. Several gentlemen from provincial towns at once offered their services.

ELECTION OF MANAGEMENT COMMITTEE.

On a vote, the following gentlemen were declared elected to the Management Committee for the ensuing year:—Mr. R. Baxter (Manor Motor Coaches, Clapham, S.W.); Mr. W. D. Beaumont (Beaumont Coaches, Enfield); Mr. R. Birch (Birch Bros., Ltd., Kentish Town, N.W.); Miss C. Culverhouse (Venture Transport, Hendon, N.W.); Mr. C. Dobbs (Skylark Motor Coaches, Acton, W.); Mr. Dudley (Acme Pullman Service, Norton Folgate, E.); Mr. F. A. Flin (M.T. Co., Brockley, S.E.4); Mr. W. F. French (United Service Transport, Clapham, S.W.); Mr. Guilmont (Thackrays Way Coaches, Regent Street, W.); Mr. E. W. Harris (Highways, Ltd., Regent Street, W.1); Mr. J. Hearn (P. Hearn, Ltd., Gray's Inn Road, W.C.1); Mr. Hillier (Farnham Blue Coaches, Harrow Road); Mr. H. O. Jones (Turpin Engineering Co., Ltd., Acton); Mr. A. Kelcey (Orange Coaches, Chatham, Kent); Mr. M. Logette (G.B. Motors Ltd., Gt. Portland Street, W.); Mr. J. H. Lowe (Grey Coaches Ltd., Blackfriars Road, S.E.); Mr. E. Monkman (Orange Luxury Coaches, London, S.E.11); Mr. G. Nowell (Gt. Western Express, Gt. Newport Street, W.C.); Capt. C. E. E. Palin (Weald of Kent Transport Co., Tenterden); Mr. A. E. Tapper (Mayfair Transport, Kilburn, N.W.).

ANNUAL DINNER.

It was decided that the Association should hold a dinner and dance on a date to be announced later.

A vote of thanks to the Chairman for presiding concluded the meeting.

## The Motor Vehicles (Driving Licences) Regulations, 1930.

THE Minister of Transport under the powers conferred upon him by the Road Traffic Act, 1930, has made the following Regulations which came into force on December 1st.

Any person who desires to obtain the grant of a licence to drive a motor vehicle shall apply to the Council of the County or County Borough in which he resides or, if he has no residence in Great Britain, to any such Council (hereinafter in either case referred to as "The Licensing Authority") and shall furnish all relevant particulars and make any relevant declaration specified as to ability to drive, physical fitness, etc.

Applications for the grant of a licence may be received and dealt with at any time within one month before the date on which the grant of the licence is to take effect.

The fee of five shillings prescribed by the Act shall be paid before the applicant is entitled to receive a licence.

The diseases and disabilities in the case of which the applicant for a licence shall not be entitled to claim to be subjected to a test as to his fitness or ability to drive a motor vehicle under sub-section (2) of Section 5 of the Act shall be the following:—

> Epilepsy; liability to sudden attacks of disabling giddiness or fainting; inability to read at a distance of 25 yards in good daylight (with the aid of glasses, if worn) a series of six letters and figures in white on a black ground of the same size and arrangement as thost prescribed for the identification mark of a motor car.

The fee to be paid by an applicant who claims under that sub-section to be subjected to such test shall be ten shillings.

In order to pass such test the applicant for a licence shall prove to an examiner approved by the Licensing Authority his ability unaided to:—

(*a*) Start the vehicle from rest, to move away in a reasonably quick time and to maintain an accurate course.
(*b*) Turn right and left hand corners correctly.
(*c*) Stop the vehicle within a reasonable distance when travelling at various speeds. (In this respect he must satisfy the examiner that in an emergency he will be able to apply the brakes promptly and effectively.)
(*d*) Operate all controls with safety and without moving from the driving seat.
(*e*) Give all recognised signals to other persons using the road and to traffic controllers in a clear and unmistakable manner. (If, owing to his disability, it is impracticable or undesirable that he should give such signals by hand, the vehicle must be fitted with a device or devices which in the opinion of the examiner will be satisfactory for this purpose.)
(*f*) Except in the case of a motor-cycle, make the vehicle proceed backwards for a reasonable distance, make a left and right hand turn in reverse gear, and back the vehicle into an indicated position.
(*g*) Turn the vehicle round so as to proceed in the opposite direction in a roadway 30 feet in width.
(*h*) Stop, hold and start the vehicle on a gradient of at least 1 in 15 but not steeper than 1 in 10.

Generally, the applicant shall satisfy the examiner that he is capable of driving a motor vehicle or a motor vehicle of the particular construction or design to which the application relates without danger to other users of the road.

Where a licence is limited to the driving of any class of motor vehicle or to the driving of a vehicle of a particular construction or design, particulars of the limitation shall be entered in the space provided on the form of licence.

Any person to whom a licence is granted shall forthwith sign it with his ordinary signature and if he fails to do so he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £5.

## Over 53 Years Service with One Firm.

MR. HINTON OXTON, on reaching the age of 65 years, completed just over 53 years loyal and active service with Pickfords Ltd., Liverpool, and he retired on pension at the end of October last. He started as a messenger boy, in 1877, and worked his way up to the position of stock clerk, in connection with Pickfords' General Merchandise Warehouse, and held that appointment for 44 years with credit to himself; and to the firm.

An oak easy chair from the Liverpool Staff was presented to Mr. Oxton by Mr. L. Alderman (Local Manager), who said how proud his colleagues were of the wonderful record of 53 years service faithfully done with the old firm, and they all trusted that Mr. Oxton would have many years in which to enjoy his retirement, and that he would rest and smoke a pipe of peace, bringing up memories of the past, happy in the knowledge he had left behind him recollections of the best.

Mr. A. E. Knill, on behalf of the Directors of the Firm presented Mr. Oxton with a Gold Watch suitably inscribed, and said how pleased he was to be able to come to Liverpool and express the Directors' and his own appreciation of service loyally performed, over so long a period.

Mr. Hinton Oxton replied saying that he was more than delighted with the presentations, but above all, he would go into retirement happy, remembering the kind thoughts and feelings expressed towards him by the Directors and the Staff.

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# The Karrier "Colt" or "Mechanical Horse."

KARRIER Motors Ltd., of Huddersfield, have recently produced a vehicle which according to a report we have received from the London, Midland and Scottish Railway, does in actual fact replace the horse. This vehicle is known as the "Colt" chassis, mounted on three wheels and is of the low loader type and of 2-tons capacity. It is stated that the vehicle is the result of designs prepared and experiments carried out by the L.M.S. road motor engineer, Mr. J. Shearman, M.I.M.E., on the instructions of his company.

The aim of design has been not so much for speed as absolute manoeuvrability and its success in this respect may be judged from the fact that it may be turned completely

THE KARRIER "COLT" 3-WHEEL TRUCK.

round within a 16 ft. circle. The two rear wheels are the drivers and the single front wheel is the steerer.

The engine is a two cylinder horizontally opposed type developing 7.2 h.p. at 1,000 r.p.m. with a maximum of 17 h.p. The bore and stroke are 75.4 and 101.5 respectively. Together with the clutch, gear box and change speed, it forms a self-contained unit with three point suspension in a rigid sub-frame. The clutch is of the single plate type and the gear box contains a three speed gear. The gear box is a one-piece aluminium casting fitted with ball and roller bearings. The gear control consists of a ball type lever centrally placed.

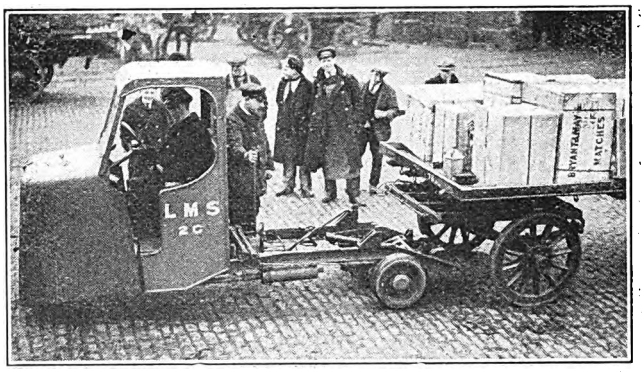
In order to obtain the necessary overall gear reduction, an intermediate chain reduction gear box, fitted immediately behind the primary box, is rigidly supported in the main frame

The frame is 4 in. by 2 in. channel section steel suitably braced by cross members. The springs are under-slung and are semi-elliptic.

The steering wheel is operated through a bevel and pinion mounted in the head of the steering fork which has a movement of approximately 180 degrees. The fork carries the wheel and the suspension is by means of two semi-elliptic springs. The steering wheel is 20 in. in diameter.

There are two independent brakes both operating on the rear wheels. The hand brake is internal expanding and the foot brake external contracting. The petrol tank has 4½ gallons capacity and is strapped to the steering head.

The principal dimensions are as follows:—tank capacity 4½ gallons, tyres 18 in. by 5 in. (solid), wheelbase 8 ft. 1 in., track 4 ft. 8 in., gear ratios, top 10.6 to 1, second 19.5 to 1,



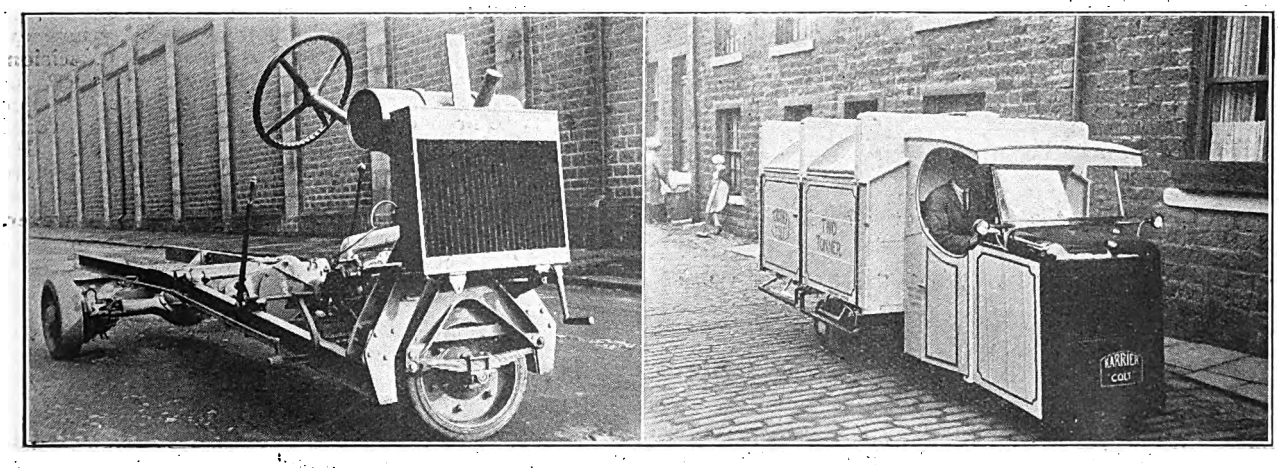

Photo] [Topical Press.

THE KARRIER "MECHANICAL HORSE" NOW UNDERGOING EXTENSIVE TESTS IN THE SERVICE OF THE L.M. & S. RAILWAY.

first 42.4 to 1 and reverse 56 to 1. Turning circle 16 ft., platform space 7 ft. 6 in., overall length 12 ft. 6 in., overall width 5 ft. 2½ in., ground clearance 4 in., ground to top of frame loaded 1 ft. 5½ in., weight of chassis 19 cwt. The price of the chassis is £210.

Fitted with a Bromilow & Edwards' tipping gear and refuse collection body, as it was shown at the Agricultural Hall, the price is £400 which can be reduced to £350 by substituting hand tipping gear for the hydraulic.

The "mechanical horse" is supplied in two models, the "Colt" being constructed for transporting goods on its own body and the "Cob" which we understand is primarily for railway delivery service, is to be used mainly as a tractor, the




LEFT: THE KARRIER "COLT" 3-WHEEL CHASSIS. RIGHT: THE KARRIER "COLT" 3-WHEEL CHASSIS FITTED WITH REFUSE COLLECTION BODY.

which takes the torque re-action. The drive is by Duplex roller chain completely immersed in lubrication and an external tensioning device of the eccentric type is incorporated.

From the reduction the drive is taken direct to the rear axle by a large diameter tubular propeller shaft fitted at each end with fabric discs. The rear axle is of the bevel and pinion type with a four star differential, from which the drive is taken to the taper roller bearing hubs by fully floating axle shafts. Steel disc wheels are fitted with 18 in. by 5 in. solid tyres or 22 in. by 5 in. pneumatic.

rear of the chassis having certain modifications for this purpose, otherwise the specifications are the same. It has been designed so that it may be conveniently coupled to existing horse drawn vehicles and the L.M.S. memorandum states:—

As these horse-drawn vehicles become worn out they will be replaced by specially constructed pneumatic tyred trailers, the tractor also being equipped with larger wheels and pneumatic tyres.

The experimental vehicles are capable of pulling 3-tons on existing standard horse carts, fitted with rubber tyres, at a

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speed of 18 m.p.h. on the level, and of re-starting with this load on a gradient of 1 in 8.

There are two methods on trial by the L.M.S. for the "mechanical horse" to harness itself to its load.

In the first, the front wheels are removed from the standard horse cart and replaced by a pair of hinged legs which support it while it is being loaded. When the load is ready the "mechanical horse" backs under the front of the horse cart, the front of the latter being lifted up on an inclined ramp on the back of the tractor unit, to which it is then secured by two small pins. The ordinary turntable which is left on the bottom of the horse cart provides the necessary flexibility.

In the other system, which is constructed by Messrs. Henry Miller & Co., of "Skyhi" Jack fame, the front of the horse cart is left intact; two arms mounted on a swinging bracket at the rear of the tractor engage with the existing front axle of the horse cart when the tractor is backed under it. The swinging bracket on which these arms are mounted is then moved forward through an arc by means of an adaption of a hydraulic jack which is fixed to the frame of the vehicle and operated by the driver by a handle placed in a convenient position. This carries the front of the horse cart up and forward and lays it down across the frame of the "mechanical horse," where it is quickly and securely clamped in position with the front wheels clear of the ground. To unharness the "mechanical horse" the operations are reversed and the tractor moved away.

## In Parliament.

**Goods Motor Vehicles. Major Glyn** asked the Minister of Transport whether, as the figures up to the 31st May last showed, that there were issued 331,906 licences for goods road motor vehicles, being an increase of 61,305 since 1927, he could state how many of these vehicles had a capacity of three tons and over and how many were 30 cwt. trucks? **Mr. Herbert Morrison** said that a subdivision into weight categories of vehicles with licences current in May last was not available. From the "Census of Mechanically Propelled Vehicles, 1929," published by the Ministry of Transport, details of the numbers at the various taxation steps could be obtained in respect of vehicles with licences current during any part of the quarter ended 30th September last. For the purpose of the comparison desired, it was necessary to exclude from the total quoted by Major Glyn and from the corresponding total in the census return for 1929 the two groups designated as "agricultural vans and lorries" and "electrically-propelled vehicles" as the classification of these groups for taxation purposes did not include the three tons and the 30 cwts. steps respectively. With the deduction of these two comparatively small groups of vehicles the number of goods motor vehicles with current licences in September, 1929, was 325,947 and 328,382 in May, 1930. Of the 325,947 vehicles included in the census of September, 1929, 61,212 were goods vehicles of three tons or more in weight unladen, and 63,278 were between one ton and 30 cwts. On the same basis the number of goods vehicles with current licences in September, 1927, was 281,542, of which 58,844 were three tons or more in weight unladen. No figure could be given for the number between one ton and 30 cwt., as the 30 cwt. step for purposes of taxation was not introduced until 1929.

**Steam Vehicles. Major Glyn** asked the Minister of Transport what proportion of the 331,906 licences issued for goods road motor vehicles current at the end of May were in respect of steam-propelled vehicles of the lorry and tractor type, respectively; and whether any other country permitted the passage through the streets of cities of steam-driven lorries? **Mr. Herbert Morrison** said he was unable to state how many licences for goods vehicles current at the end of May were issued in respect of steam-driven vehicles, but the census of mechanically-propelled road vehicles taken during the quarter ended September, 1929, showed that there were then 8,520 goods vehicles driven by steam. Tractors were separately classified and were not included in the figure quoted by Major Glyn. As regards the last part of the question, he had no information.

**Time Schedules for Motor Coach Services.** — Asked whether his attention had been called to the case of four motor omnibus drivers who were fined, at Bedale, Yorkshire, for exceeding the speed limit of 20 miles per hour; if he was aware that the men were all drivers of London to Liverpool omnibuses; and if he could state the number of hours allowed to reach the outward and homeward journeys? **Mr. Herbert Morrison,** the Minister of Transport said his attention had not been drawn to the case, and under the existing law he had no means of ascertaining the times allowed for the completion of journeys by the drivers of motor coaches. When Part IV. of the Road Traffic Act became fully operative, he anticipated that an effective check would be imposed on the time schedules of motor coach services.

**Motor Coach Services in Central London.** In reply to a question in the House **Mr. Herbert Morrison** said he had under consideration the question of the limitation of motor coach services in the central area of London, but he was unable at this stage to make any statement on the subject. In the event of it being decided to make any regulations dealing with the matter, due notice would be given, before the regulations became operative, so as to allow the parties affected to make any representations they might consider necessary.

**Road Passenger Services. Lieut.-Colonel Ruggles-Brise** asked the Minister of Transport when it was the intention of the Ministry to re-organise and co-ordinate the various omnibus and coach services; and whether the road service licences would apply when the first application under the new Act was made or whether these licences would be required only by degrees when applications for renewal fell due? **Mr. Herbert Morrison** said that under the Road Traffic Act, 1930, the duty of issuing road service licences, by means of which it would be possible to co-ordinate public road passenger services, was laid upon the Traffic Commissioners. It was his intention to bring into operation on 1st January next the provisions of the Act necessary to enable the Commissioners to receive applications for such licences and to come to a decision thereon. The requirement, however, that omnibuses and motor coach services could not be operated except under a road service licence issued by the Commissioners, would not be brought into force before 1st April, 1931. He hoped that it might then be possible to effect a complete change over from the present system of licences to that provided for in the Road Traffic Act. It might, however, be necessary to have recourse to the provisions of Section 96 of the Act to cover a transitional period if such a course should prove necessary.

## Sheffield Steel Products, Ltd.

THE Ninth Annual General Meeting of the Sheffield Steel Products, Ltd., was held at the Royal Victoria Hotel, Sheffield, November 13th. The Rt. Hon. Sir Halford J. Mackinder presided, and the other directors present were Mr. C. P. Johnston, deputy chairman; Mr. T. Nightingale, managing director; Mr. J. M. R. Francis, Captain W. M. Hungerford Pollen, Brigadier-General H. A. Young. The Chairman, in moving the adoption of the Report and Accounts, said that the results achieved in so difficult a time as the present reflected the very greatest credit on the staff, who, from the Managing Director downward had received the thanks of the Board. Referring to the activities of the Company, the Chairman said that for such enterprises a combination of courage and sound judgment was essential, and it was because they had found that combination in their General Manager—Mr. Thomas Nightingale—that the Board decided that it would be to the advantage of the Company that he should be given the position and powers of Managing Director. They were looking forward to further progress. The unexpected difficulties of present trade conditions must necessarily affect immediate results, but these conditions would not continue for ever, and they were steadily adding to the strength of their organisation in order to be ready to take advantage of improved circumstances as and when they arose. Captain Pollen, Mr. Nightingale and Mr. Johnston were re-elected directors. Mr. Johnston paid a warm tribute to the work done by Sir Halford Mackinder since he had been chairman of the company, and Mr. Nightingale referred to the magnificent work of the staff.

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# Heavy Transport in the Highlands.

REFERENCE to the map of Perthshire shows a road which terminates at a station in the heart of the Western Highlands. This road is the road to Rannoch described so admirably by Barrett in his book "The Road to Rannoch."

Constructed some fifty years ago to connect Rannoch Station on the then North British Railway (from Glasgow to Fort William) with Kinloch Rannoch, it was formerly only a sheep track passing over indescribably wild Highland Moorland, comprising alternative stretches of unfathomable bog and rocky mountains.

But twelve feet wide it is like many Highland Roads, which owing to the boggy nature of the land over which they pass and the practical impossibility of effectively bottoming them, is incapable of carrying traffic which an average English second class road would take with impunity, while in addition, scores of culverts and several bridges never designed to carry more than a light load, intersect the route.

Over this road—seven miles in length Coulson & Co., Ltd., Heavy Haulage Contractors of Park Royal, London, N.W.10, undertook to convey some 14 loads of electrical machinery comprising 2 complete Alternator sets and six Transformers of varying weights from 20 to 60 tons each to the Hydro-Electric Power Station on the banks of Loch Rannoch now nearly completed for the Grampian Electric Supply Co., Ltd., by Balfour, Beatty & Co., Ltd. Therefore, before a start could be made all bridges with the exception of the Bridge of Ericht had to be strengthened and elaborate precautions taken to safeguard the culverts.

No traffic of the weights above mentioned had ever passed over this road before and in spite of the fact that some thousands of tons of metal had already been put on to the road by Balfour, Beatty & Co., it was a matter of some speculation as to whether even the heavy Fowler traction engines used to haul the loads would travel over it without becoming hopelessly bogged.

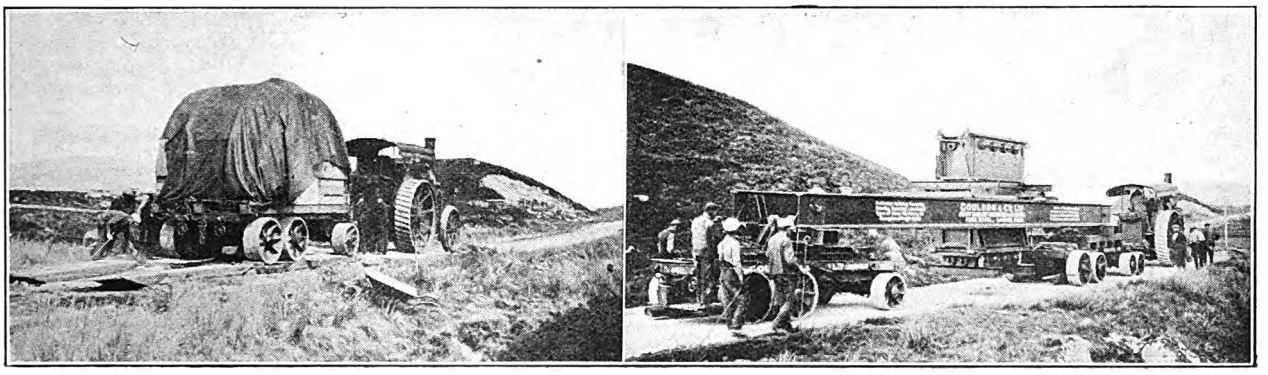
The contractors were however fortunate in this respect, and though even when travelling light the engines depressed the road from 6 to 12 inches they remained on the spongy surface without actually breaking through the thin crust.

On Easter Monday, this year, the first load, a 20-ton half-stator arrived at Rannoch Station—was unloaded on to a six-wheel bogey and pulled out of the station yard.

This was the test load and it was decided to try the carrying capacity of the road without resorting to artificial methods.

Scarcely 100 yards had been covered when without warning all six wheels of the bogey broke through the surface of the road and slowly sunk lower and lower into the bog until long baulks of timber which had been fixed under the axles supported the load and prevented it from disappearing from sight.

Jacks, timber and packing which were carried on a tender were immediately used and after some hard and skilful work the load was once again brought to its normal position, but with this experience it was deemed necessary to continue the journey on long lengths of timber until the road became firmer.

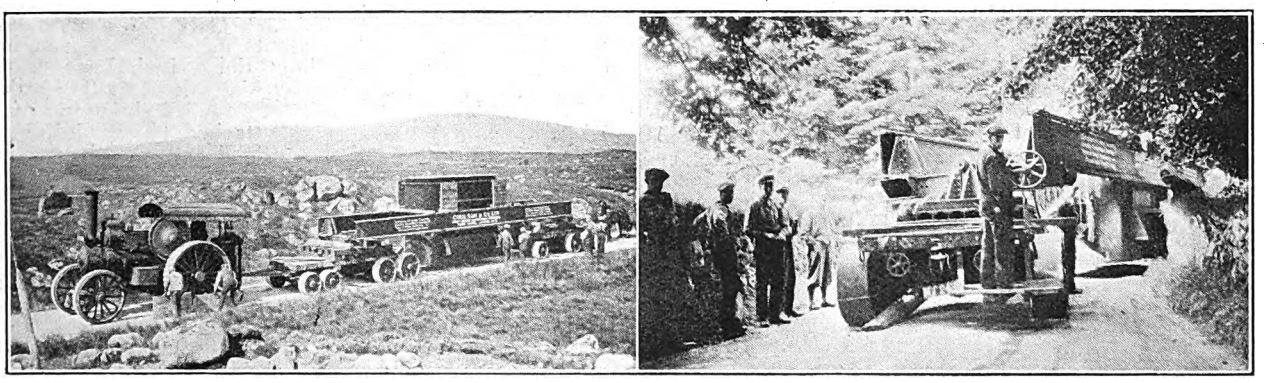


LEFT: 22-TON HALF STATOR B.T.H. CROSSING BOG ON TIMBER. RIGHT: 22-TON HACKBRIDGE TRANSFORMER.

Such however was not the case and as progress (though slow) was made it was found that softer ground was yet to be encountered.

After several experiments it was eventually found that the only method of proceeding with any degree of safety was to lay tracks of steel plates over which the load could pass and to collect accurate data for future hauls.

Local labour was consequently called upon and with eight men and some 30 plates the machinery was taken step by step in three yard stages to its destination, the plates being hauled from the rear to the front as the vehicle passed over them.



LEFT: 60-TON B.T.H. TRANSFORMER, NOTE PLATES BEING LAID. RIGHT: TRANSFORMER ROUNDING RIGHT ANGLE BEND AT FOOT OF STEEP HILL.

The necessarily slow progress and the narrowness of the road called for special arrangements for dealing with normal traffic passing to and from Rannoch Station and as to drive an ordinary touring car off the road for even a yard meant that it would sink into the soft peat up to the axles, passing places comprised of sleepers were placed on the bog at frequent intervals.

It will be realised that the difficulties to be overcome were colossal, but these will be even more emphasised when it is realised that for a greater part of the journey only from ¼ to ½ a mile was covered in a full working day.

In addition to the experiences already described several steep hills in some cases of a gradient of one in ten with sharp curves over the mountain roads had to be negotiated, but with the use of the winding drum fitted to the traction engine these presented comparatively minor difficulties and were overcome without event.

Successive loads which comprised three more half stators

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and two rotors—these latter weighing 35 tons each were successfully transported and with the knowledge gained progress became considerably speeded up, though it must be observed that weather conditions created great variations on the carrying capacity of the road.

It was not until the arrival of the first transformer that the supreme test was to be made and the special transformer equipment above illustrated taken on its first journey under a load for which it was designed, double the number of plates and men, also another traction engine having been first obtained. It is of interest to note that this equipment was designed entirely by Mr. R. Coulson and Mr. H. E. Shepperd of Coulson & Co., Ltd., was built in their own works and embodies several unique features for ensuring absolute safety in carriage and an arrangement of the bolsters which entirely eliminates all risk of distorting the transformer case combined with a system of steering which permits this huge vehicle, 60 feet in length and weighing 35 tons, to be turned from a 30 ft. roadway into a 12 ft. 6 in. gateway with ease.

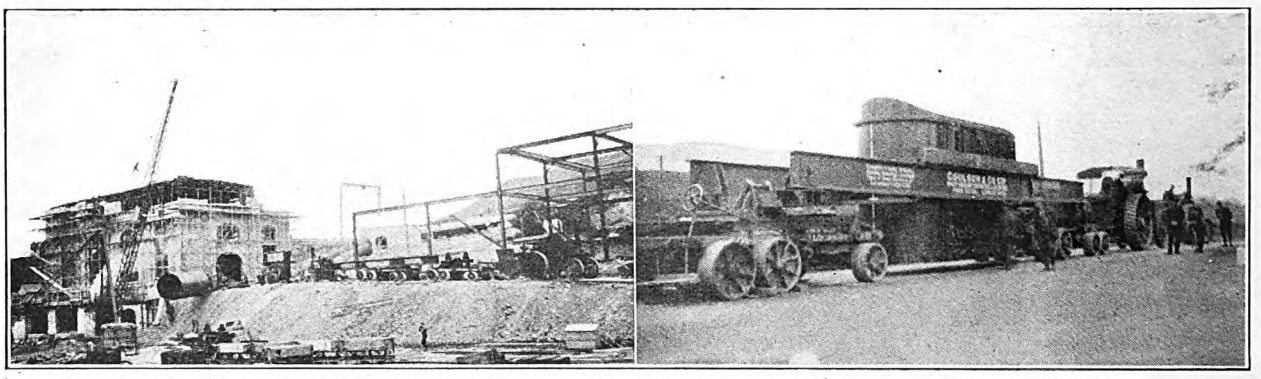
Fortune again favoured the contratcors and it is a matter of congratulation that each successive transformer, the largest of which was 60 tons, reached its destination in safety and the vehicle, on which they were carried, showed not the slightest sign of the enormous strain put upon it under such abnormal conditions.

Still greater strain was yet to be placed upon the transformer equipment, for after the completion of the work above described the haulage of two further transformers from Newburgh Station in Fifeshire to the sub-station at Abernethy built for the Grampian Electric Supply Co., Ltd., by Balfour, Beatty & Co., Ltd., had been contracted for, these each weighing over 75 tons.

Happily the road over which these were taken was of a normal character and though not a first class road, successfully withstood the test put upon it by the huge load which together with the bogies and girder amounted to well over 110 tons.

With the exception of a very bad turning out of Newburgh Station, which consisted of an "S" bend down a steep hill and necessitated the backing of the load over the whole distance, no untoward difficulties were experienced and both loads were safely delivered without damage of any description.

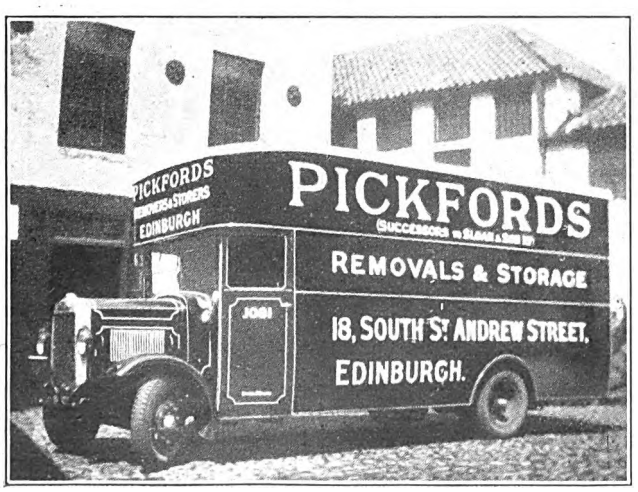
So ended one of the most remarkable feats of heavy haulage ever undertaken.



LEFT: POWER STATION OF GRAMPIAN ELECTRICITY SUPPLY CO., LTD., ON SHORE OF LOCH RANNOCH BUILT BY BALFOUR, BEATTY & CO., LTD. RIGHT: A 75-TON B.T.H. TRANSFORMER HAULED FROM NEWBURGH TO ABERNETHY.

## Sloan & Son Ltd., Edinburgh.

THE old established removal and storage business of Messrs. Sloan & Son, Ltd., has now been acquired by Pickfords, Ltd., whose chief office is at 205 High Holborn, London, W.C.1. This is indeed a merging of two old firms, the former being established about 1850 by the late Bailie Sloan as a cartage contractor, and the latter well over 200 years ago. An extract from Harrop's "Manchester Mercury," August 24th, 1756, reads as follows: "This is to acquaint all Gentlemen, Tradesmen, and others, that James Pickford, the London and Manchester Wagoner, has removed his Wagon from the Blossom's Inn in Laurence Lane, to the Bell Inn, in Wood Street, Cheapside, from whence it goes every Wednesday. Gentlemen, etc., may depend on having their goods safely delivered by their humble Servant, James Pickford." Pickfords to-day cover transport in all its many phases, and have over 100 branches throughout the British Isles, backed by a modern fleet of motor vehicles kept at the peak of efficiency. The photographs reproduced show one of the latest type of removal vans attached to the Edinburgh office, and a section of the trained and experienced staff of packers.




ONE OF PICKFORDS REMOVAL VANS.

In 1834 Pickfords removed the furniture of Thomas Carlyle from Arran to London, who wrote to his brother William that "Jane arrived with the furniture all close following her in one of Pickford's trade boats. . . ." We are exceedingly content so far, and have reason to be so."

One of the first jobs Messrs. Sloan had, was in connection with the building of Sir Walter Scott's monument. Later they specialised in "Covered vans for Removals" and the price lists of 1872 make very interesting reading. The various types of vans demonstrated how loads had increased as roadmaking improved. Thus, the small high-wheeled vehicles, which in the days of soft and muddy roads required two heavy horses to pull them, were superseded by the large low-wheeled pantechnicon of nearly four times the capacity.

Pickfords have excellent depositories in all the principal towns and take special care, using modern methods to avoid all possible risk of damage. The Depositories at Barony Street have a somewhat interesting history. The buildings were originally the Tiend Farm of the Barony of Broughton and are of the "Defended Courtyard" type, being designed so that when any of the Border Raiders came along, the cattle and sheep could be driven in and secured until help came from the Castle.

Pickfords, as removal and storage specialists, have a wide experience, and the most up-to-date equipment for all kinds of removal work, with motors of various sizes for removals large or small.

The district offices are situated at 18 South Street, Andrew Street, and full information and free estimates may be obtained on application there.

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# Institute of Transport.

## Manchester—Liverpool and District Section.

### Annual Dinner.

THE relation of transport to trade and commerce was specially emphasised in the various speeches at the annual dinner of the Manchester, Liverpool and District Section of the Institute of Transport, held at the Queen's Hotel, Manchester, on November 28th, last.

Mr. R. W. Royle presided and amongst those present were: The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., President, Institute of Transport, Sir Joseph Nall, Mr. C. le M. Gosselin, President, Commercial Motor Users' Association, the Lord Mayor and Lady Mayoress of Manchester, Mr. Cecil Bentham (past chairman), Mr. T. Abbott (past chairman), Mr. A. L. Bagley, Mr. J. H. Blackburn, Mr. G. R. Blackburn, Mr. and Mrs. Harry Bourne, Mr. and Mrs. Norman E. Box, Mr. Ashton Davies, Mr. and Mrs. Dunbabin, Mr. and Mrs. D. Halliwell, Mr. and Mrs. H. L. Marsden, Mr. R. S. Pilcher, Mr. and Mrs. H. H. Robinson, Mr. and Mrs. R. W. Royle, Mr. E. D. Simon, M.P., Major Sippe, Mr. A. W. Windsor.

Sir Joseph Nall, D.S.O., T.D., proposing the toast to the "City and Corporation of Manchester" said business people were going through difficult times but they would come through just as they had successfully emerged from their troubles of the past. Although Manchester had been a pioneer in many respects, he was not aware of any outstanding pioneering event last year, unless it was in showing one of the Manchester double deck motorbuses to the people of France. "I am surprised," said Sir Joseph, "that at a gathering like this where the motorbus people are so well represented, that it should have been left to the municipality to embark upon this enterprise."

The Lord Mayor of Manchester, Ald. G. F. Titt, replying, assured Sir Joseph Nall that Manchester Corporation had not modified in its zeal to make facilities for modern road transport, far better than they had ever been. A great deal of preliminary work had been done by the town planning, highways and transport committees. The question of an eastern by-pass road which was now about to be gone on with as quickly as possible, would be of tremendous value to traffic coming in from the Oldham side and would cut out the city altogether. Then, in conjunction with the Cheshire County Council, they were undertaking improvements to Princes Road which would be brought out opposite Toft Hall, to enable south bound traffic to proceed in a straight line and avoid Knutsford. That would save the ancient beauty spots of Knutsford.

He was deeply interested in the question of roads, but there was just one thing that sometimes made him a little apprehensive. Would the growth and development of aviation be so fast, that all the roads that had been made fit for modern transport, fall into desuetude or at least be found no longer necessary because everybody and everything were going through the clouds? New conditions or new diseases demanded new remedies. The responsibility devolved upon everybody to closely observe modern tendencies and utilise them to the fullest possible extent in negotiating the difficult times through which we were passing and to bring about a much desired condition of normality.

Mr. E. D. Simon, M.P., who proposed "The Institute of Transport," ventured the opinion that transport was going to be made much quicker than it is to-day. The railways, motor lorries, motor buses and motor cars of to-day were efficient, fast, and fairly cheap, and all made immensely useful contributions to the progress of society. He was interested to learn that the objects of the Institute were "the conduct and handling of traffic in the interests of the people." Science, the application of science, and engineering had placed in the hands of man, a tremendous power over nature, but man had not yet learnt how to use those powers to the fullest advantage. There was, therefore, scope for the engineer, the scientist and the transport expert. In the last century we had been passing through an industrial revolution. The development of transport, however, had enabled us to envisage a second industrial revolution when works, instead of being set in thickly populated industrial areas, would be established in the country. Human beings and goods could be transported by road or rail with remarkable facility and that, of course, encouraged the erection of country factories and workshops. The development of a new industrial civilisation would enable the worker to live and enjoy the amenities of the countryside. The coming of the next industrial revolution when factories and workshops would be set up in the country, depended to a large extent on organising the existing units of transport. He was interested to see in the majority report of the Royal Commission on Transport that they wanted to control transport so as not to countenance the evils of monopoly yet not encourage wasteful competition. That sounded very simple but it was an extraordinarily difficult and complicated formula. All the problems of transport were as difficult and as interesting as any that were being faced to-day. With the best will in the world, Parliament could not do anything to solve our transport problems until the technical experts were fairly unanimous as to what should be done. Hence there was a great task before the Institute in trying to secure a co-ordinated viewpoint. The experts of transport had to make up their minds how transport should be controlled, how monopolies were to be done away with, and how competition could be eliminated without weakening the incentive to progress. The Institute was doing a good work. It had to see that skilled men were trained in the principles of transport and in the technique of administration or what he might call, the political principles of transport. That was to say finding men to fill responsible positions to handle the controls, and who knew how transport should be organised and conducted. Parliament could never do that effectively, unless the Institute trained the right sort of people in the right sort of way. He knew of no professional institute on which a greater responsibility rested.

In an amusing speech, the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., who was described by a previous speaker as "the statesman of transport," said he had the honour of being the first chairman of a company formed long, long ago for the carriage of goods by road. It was an interesting company while it lived. "We got a few lorries," continued Sir Arthur, "and we ran more or less to time—I think very much less—but we did not have a lot of money." I found out afterwards that one of the reasons why we did not succeed was because we had a very adventurous general manager. He told me with pride one day that he took a large order for the carriage of goods from St. Helens to Liverpool. Naturally I was very delighted at the news, but a few days later I got a furious letter from the firm in question asking why we had never sent for the goods. I asked my general manager and he replied "I could not send lorries because I had not any to send." I said "but goodness gracious me, why did you accept the order?" He replied, "It was such a good order that it was a pity to refuse it." (laughter). Our fate was the fate of most pioneers; we lost our money but probably somebody benefited as the result of our experience."

Mr. Ashton Davies, O.B.E., proposed "Trade and Commerce" and emphasised the close relation between transport and trade and commerce. Everybody had to play his part in restoring business, not merely to normal activity, but to its former prosperity, and in that task transport had an important part to play. In that function there was no rivalry between one form of transport and another. Each was out to assert its advantages and to make its contribution to the problem of beating industrial depression. Everybody in transport looked forward to brighter trade conditions, which meant more goods to be transported and more passengers to be carried. Transport was always the index industry of trade.

Mr. Robert Fleming, director of the C.W.S. agreed that transport had a primary place in the nations of the world. There was, he said, need for more order and businesslike arrangement in the distribution of goods from the sources of production to the consumer, because it seemed absurd that granaries and warehouses should be full to overflowing at a time when markets were bad, and millions were out of work and were wanting, but had not the money to buy. Practical methods were needed to enable us to recover our trade and commerce from the terrible thraldom into which it had fallen. Commercial methods of to-day were deplorably lacking in idealism.

In a happy speech, Mr. C. le M. Gosselin paid generous tribute to the chairman, Mr. R. W. Royle who, he said, had been a close friend of his for many years.

Mr. Royle suitably responded.

As usual, all the arrangements for the dinner were in the hands of Mr. David Halliwell, O.B.E. The guests were seated in parties at small tables and this naturally conduced to a free and easy, and pleasant social atmosphere.

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# The New A.E.C. Overseas Chassis.

A VERY important move has been made by the Associated Equipment Co., Ltd., of Southall, Middlesex, to increase its overseas sales by producing chassis specially designed to meet average overseas requirements.

Practically every country in the world is now busily engaged in building roads of a type suitable for carrying motor traffic; but, quite contrary to the general impression that there are new roads everywhere, a very moderate amount of travel is sufficient to convince one that roads are the exception rather than the rule. Indeed, there are roads nearly everywhere, but of a sort which impels the question "When is a road not a road?" In nearly all parts of the world there are roads which have every appearance of being all that the motor user can desire, but which, in fact are so lacking in strength that they can carry only the lightest traffic. There are roads which are quite capable of carrying the heaviest traffic, but which are so rough that none but the strongest vehicles can travel over them. There are good roads but so steep that only vehicles of great horse power can climb them. There are roads so deep in either mud or dust, according to the season of the year, that not only great power is required in vehicles using them, but also maximum wheel adhesion. There are roads of every condition and variety, in fact and if all nations worked their hardest at them it would be a century or more before they could all be brought up to what is the modern conception of a good motor road.

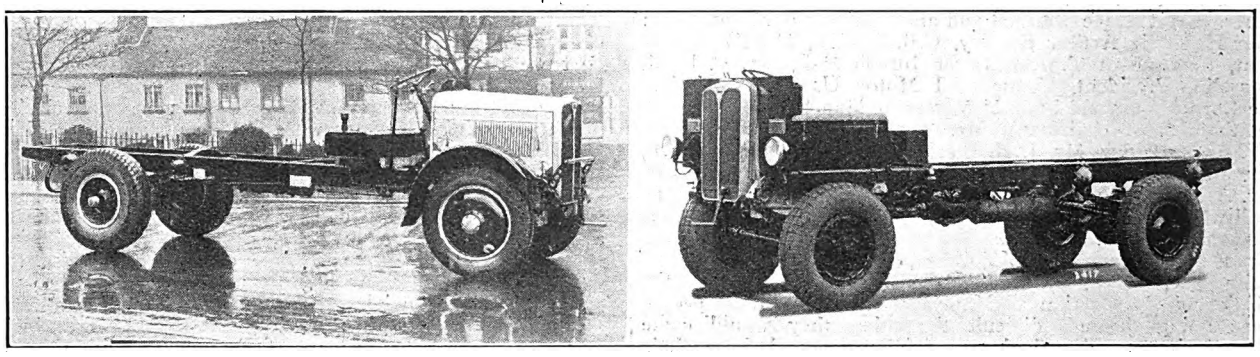
In only comparatively small areas are there roads fit to carry even the "ordinary traffic of the district," therefore, there must be embodied in the vehicles such special qualities as will counteract the imperfections of the road. Fortunately this can be accomplished and what the Associated Equipment Company has done is; they have made a study of requirements for vehicles working under moderately bad conditions (as distinct from extremely bad), and have built vehicles which will provide transport at reasonable cost under such conditions. In short they will provide practical transport covering a far wider area than that covered by good roads.

Though the first class road is ultimately the cheapest, the wonderful mobility of the motor vehicle enables it to test a district's traffic requirements and thus the engineers are able to decide with some accuracy as to how much money may be spent justifiably on the road for immediate needs. Such in fact has been the vast improvement in the mobility of the motor vehicle that it provides an easy selection of route with minimum preliminary expense, very nearly equal to sea transport.

The following are brief descriptions of the four overseas models the Associated Equipment Co., Ltd., Southall, Middlesex, has placed on the market and proposes to exhibit at the British Trade Exhibition, Buenos Aires to be held in March next year:—

(1) THE ACLO "MERCURY" 3½ TON FREIGHT CHASSIS.

This vehicle may be used also as a passenger chassis and has given excellent performances during the past season in this country but the design has been modified to meet overseas conditions in the following respects:—

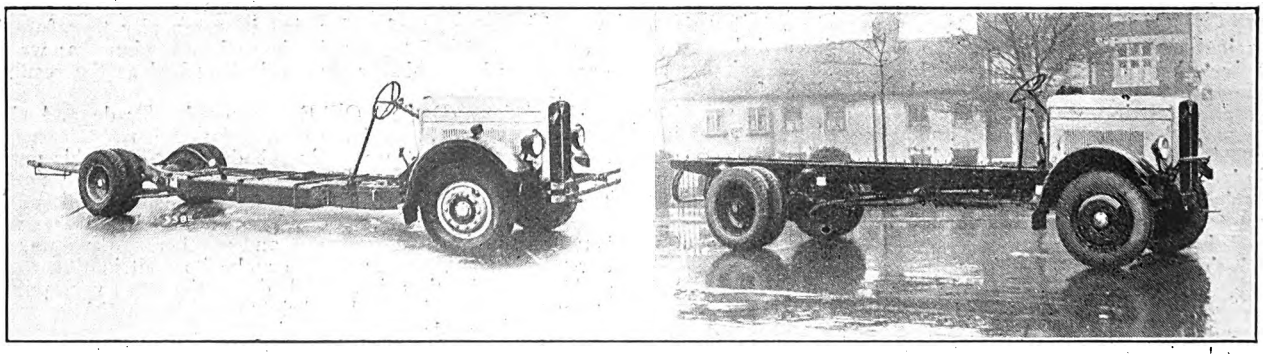


LEFT: THE ACLO "MERCURY" 4-CYL. 65-H.P. 3½-TON FREIGHT CHASSIS. RIGHT: ACLO F.W.D. 4-TON FREIGHT CHASSIS, INCORPORATING "MERCURY" POWER UNIT, FRONT WHEEL DRIVE AND AUXILIARY GEAR BOX.

It is equipped with a 1,600 m.m. track this being the width of the ordinary bullock cart track, which enables it to be operated successfully over dirt roads such as those in many parts of the Argentine. The 1,600 m.m. track enables the vehicle to run in ruts made by bullock carts.

A steering damper is fitted to reduce vibration in the steering. It has a deep robust colonial type frame and heavy colonial springs. The rear wheels are fitted with 44 in. by 12 in. giant single tyres and the front wheels with 30 in. by 7 in. tyres. The advantage of using large section tyres at the rear is that this increases the tractive effort, enabling operation under very adverse conditions.

It is fitted with a four cylinder engine rated at 31.1 h.p. and developing 65 b.h.p. at 2,000 r.p.m. The engine is of straight forward design, comparatively light in weight but of robust construction. It has accessible overhead valves needing little attention and automatic advance is provided. The cylinder head is easily removed if necessary.



LEFT: ACLO "RANGER" 6-CYL. 110-H.P. SINGLE DECK BUS OR COACH CHASSIS. RIGHT: ACLO "MAJESTIC" 6-CYL. 110-H.P. 6-TON FREIGHT CHASSIS AS USED IN THIS COUNTRY.

There is ease of access to all parts such as magneto, sparking plugs and carburetter, which are conveniently fitted on the near side. Die-cast, split skirt aluminium pistons are used and both cooling fan and dynamo are positively driven by automatically adjustable timing chains, thus belt trouble is avoided. Forced lubrication is used, pressure being controlled by the throttle. The maximum pressure of 80 lbs. is obtained on full load and 5 lbs. when idling. The crankshaft is of the five bearing type with bearings 2¾ in. in diameter. The engine is insulated from frame distortion. The water pump, easily detachable, is fitted with a spring loaded gland which automatically compensates for wear.

Power is transmitted through a single plate clutch 16 in. in diameter to a four speed gear box, of very heavy unit

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construction. The gear ratios are first 4.37, second 2.69, third 1.59, fourth direct, and reverse 5.33.

The change speed lever is a spherical mounting to the left of the driver.

The rear axle is of the semi-floating type and the driving shafts are made from 100 ton steel and are of 3 in. diameter carried on taper roller bearings mounted back to back to take all end thrust. The axle is a one piece nickel stamping and the worm is carried in an over-head aluminium housing and runs on taper roller bearings.

Both sets of brakes act on the rear wheels but four wheel brakes can be fitted as an extra. Steering is of the Marles type and the chassis is lubricated on the central lubrication system.

(2) ACLO "MAJESTIC."

This chassis is a 6-ton freighter and is fitted with a six cylinder engine 110 m.m. bore by 130 m.m. stroke, rated at 45 h.p. developing 110 h.p. at 2,500 r.p.m. Its outstanding features are a stout and rigid seven bearing crankshaft, a large diameter clutch and unit construction gear box with short rigid shafts, automatically adjusted timing chains and throttle controlled forced lubrication.

This chassis is designed principally for operation in cities and towns over cobble and tarmacadam roads, but it can also be widely used on rough roads during the dry season. Like the "Ranger" it has a deep robust colonial type frame, heavy colonial springing, 1,600 m.m. track for camp roads and bullock cart tracks, steering damper to minimise shocks, trailer draw bar equipment, mechanical tyre pump and alternative gear ratios of 9½ and 10.6 to 1.

(3) THE ACLO FOUR WHEEL DRIVE 4-TONNER.

This model is designed for transport over ground impassable to the orthodox four wheeler. It has a capacity of 4-tons and, in addition, it can haul a trailer, a towing attachment being provided for that purpose. The power unit is similar to that of the Mercury described above.

It is provided with an auxiliary gear box by the use of which eight speeds are provided. The auxiliary gear box provides ratios of 1 to 1 and 1 to 1.86, the two wheel drive being on top ratio and the four wheel drive on low. The front axle is of the fully floating type and the rear axle of the semi-floating type. Independent hand and foot brakes are provided, the latter being assisted by the Vacuum servo system. Pressed nicket steel is used for the frame which is held together by rigidly riveted carbon steel cross members. The tyre equipment is 38 in. by 9 in. single pneumatics on all wheels.

(4) THE ACLO "RANGER."

This chassis is designed as a swift powerful single-deck bus and is fitted with a six cylinder engine similiar to that used in the "Mercury" type as described above.

The rear axle is off-centred to reduce the floor height of the body. The axle shafts are of the semi-floating type.

The chassis is fitted with a special colonial type frame 11 in. by 3 in. channel section. The wheelbase is 19 ft., heavy duty springs are provided and twin servo brake equipment. The tyre equipment consists of 38 in. by 9 in. pneumatic tyres.

With reference to the four wheel drive vehicle described above; this is the product of Hardy Motors whose works are at Slough. The firm is affiliated to the Associated Equipment Co., Ltd., the London office is 46, Charing Cross, London, S.W.1.

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# British Empire Trade Exhibition, Buenos Aires, 1931.

## Some of the Exhibitors.

Agricultural & General Engineers, Ltd., Aldwych House, Aldwych, London, W.C.2.
Ailsa Craig Motor Co., Ltd., The, Strand-on-the-Green, Chiswick, London, W.4.
Aircraft Operating Co., Ltd., The, 8, New Square, Lincoln's Inn, London, W.C.2.
Alldays & Onions, Ltd., Gt. Western Works, Small Heath, Birmingham.
Armstrong-Siddeley Motors, Ltd., Coventry.
Sir W. G. Armstrong-Whitworth Aircraft, Ltd., Coventry.
Sir W. G. Armstrong, Whitworth & Co. (Engineers), Ltd., Scotswood Works, Newcastle-on-Tyne, and 22, Gt. Smith Street, Westminster, London, S.W.1.
Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex.
Babcock & Wilcox, Ltd., Babcock House, Farringdon Street, London.
Beldam Packing & Rubber Co., Ltd., 16, Gracechurch Street, London, E.C.3.
Blue Star Line, Lower Regent Street, London, S.W.1.
British Dardelet Threadlock, Ltd., Chase Road, London, N.W.10.
British Motorsign Co., Ltd., 53, Beak Street, London, W.1.
Canadian Pacific Railway, Montreal, Canada.
Commer Cars, Ltd., Biscot Road, Luton.
Coventry Chain Co., Ltd., Spon End Works, Coventry.
Crossley Bros., Ltd., Openshaw, Manchester.
Daimler Co., Ltd., Daimler Works, Coventry.
De Haviland Aircraft Co., Ltd., Stag Lane Aerodrome, Edgware.
Dorman, W. H., & Co., Ltd., Stafford.
Dunlop Rubber Co., Ltd., Fort Dunlop, Birmingham.
English Electric Co., Ltd., Queen's House, Kingsway, London, W.C.2.
Ferodo, Ltd., Chapel-en-le-Frith, Stockport, Lancs.
Fodens, Ltd., Elworth, Sandbach, Cheshire.
General Electric Co. Kingsway, London, W.C.2.
Greenwood & Batley, Ltd., Leeds.
Guy Motors, Ltd., Fallings Park, Wolverhampton.
Henley's, W. T., Telegraph Works Co., Ltd., 11, Holborn Viaduct, London, E.C.
Herbert, Ltd., Alfred, Coventry.
International Harvester Co. of Canada, Ltd., Ottawa, Ont. Canada.
Jones, A. A., & Shipman, Ltd., East Park Road, Leicester. (P.O. Box No. 87.)
Klinger, Richard, Ltd., 120, Southwark Street, London, S.E.1.
Leyland Motors, Ltd., Leyland Lancs.
Lister, R. A., & Co., Ltd., Dursley, Gloucester.
Lodge Plugs, Ltd., Rugby.
Macintosh, Chas., & Co., Ltd., St. James's House, St. James's Street, London, S.W.1.
Marshall, Sons, & Co., Ltd., Britannia Iron Works, Gainsborough.
Massey-Harris, Ltd., Toronto, 2, Ontario, Canada.
Metropolitan-Cammell Carriage, Wagon & Finance Co., Ltd., Metropolitan Road, Saltley, Birmingham.
Merryweather & Sons, Ltd., Greenwich Road, London, S.E.10.
Morris Commercial Cars, Ltd., Adderley Park, Birmingham.
Morris, Herbert, Ltd., Loughborough.
Palmer Tyre, Ltd., 190-106, Cannon Street, London, E.C.4.
Peters, G. D., & Co., Ltd., 3, Central Buildings, Westminster, London, S.W.1.
Phosphor Bronze Co., Ltd., 87, 89 and 91, Sumner Street, London, S.E.1.
Port of London Authority, Trinity Square, London, E.C.3.
Pritchett & Gold and E.P.S. Co., Ltd., 50, Grosvenor Gardens, Victoria, London, S.W.1.
Ransome & Marles Bearing Co., Ltd., Newark.
Ransomes, Sims & Jefferies, Ltd., Ipswich.
Roe, A. V., & Co., Ltd., 166, Piccadilly, London, W.1.
Rootes, Ltd. (Export Dept. of Humber, Hillman & Commer Cars), Devonshire House, Piccadilly, London, W.1.
Royal Mail Steam Packet Co., Leadenhall Street, London, E.C.2.
Scammell Lorries, Ltd., 52-54, High Holborn, London, W.C.1.
"Sentinel" Waggon Works, Ltd., Iddesleigh House, Caxton Street, Westminster, London, S.W.1.
Simms Motor Units, Ltd., Percy Buildings, Gresse Street, Rathbone Place, London, W.1.
Smith, S., & Sons (Motor Accessories), Ltd., Cricklewood Works, London, N.W.2.
Spencer, Geo., Moulton & Co., Ltd., 2, Central Buildings, London, S.W.1.
Tangyes, Ltd., Birmingham.
Thornycroft & Co., Ltd., Smith Square, London, S.W.1.
Transport (1910), Ltd., 33, Tothill Street, Westminster, London, S.W.1.
Tungstone Accumulator Co., Ltd., 3, St. Bride's House, Salisbury Square, London, E.C.4.
Turner Bros., Asbestos Co., Ltd., Rochdale.
Vickers Aviation, Ltd., Broadway, Westminster, London, S.W.1.
Vislok, Ltd., 11, Salisbury Square, London, E.C.4.
Vulcan Motor & Engineering Co., Ltd., Crossens, Southport.
Wakefield, C. C., & Co., Ltd., 30-32, Cheapside, London, E.C.2.
Westinghouse Brake & Saxby Signal Co., Ltd., 82, York Road, London, N.1.
Wheway, Job., & Son, Ltd., Green Lane, Walsall, Nr. Birmingham.

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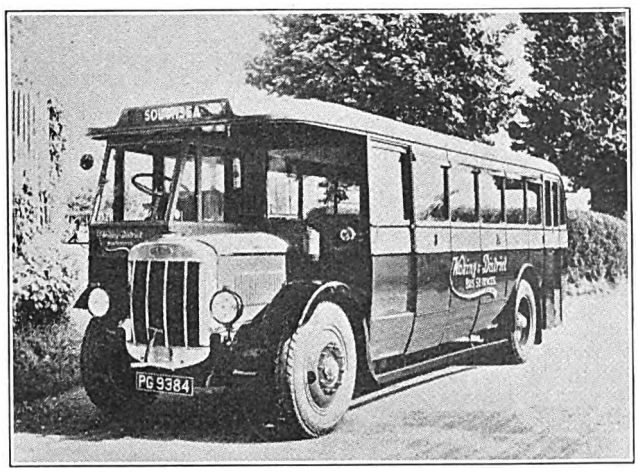
# Motor Coach and Bus Notes.

**"Commers" at London Coaching Station.**—Our photograph shows a fleet of six Commers about to leave the London Terminal Coaching Station. These vehicles, we are informed by Commer Cars, Ltd., of Luton, are the property of Blue Belle Motors, Ltd. Commer Cars, Ltd., have received an order for ten Invader chassis for the Kowloon Bus Company of Hong Kong.

A FLEET OF SIX COMMER COACHES OWNED BY BLUE BELLE MOTORS, LTD.

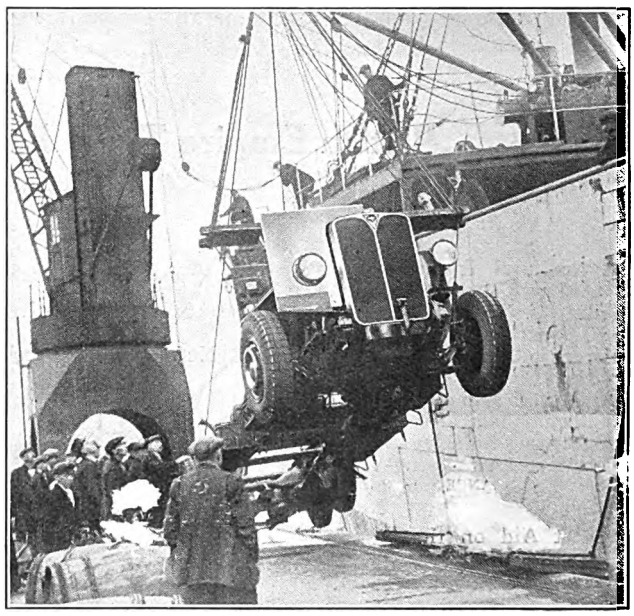
**T.S. Buses for Woking and District.**—The Woking and District Bus Services have recently taken delivery of several "Express" gear-driven 32-seater omnibuses from T.S. Motors, Ltd., 5 Iddesleigh House, Caxton Street, Westminster, London, S.W.1. The vehicle shown in the photograph is a typical example. The chassis used is the type B.10.A.2 with forward drive and is equipped with 38 in. by 7 in. pneumatic tyres and C.A.V. "M" type electric lighting. T.S. Motors claim that there are more "Express" vehicles of this type operating throughout Great Britain than of any other make; also that the petrol consumption is from 10/11 miles per gallon. The firm have also received repeat orders from the East Kent Road Car Co., Ltd., Aldershot and District Traction Co., Ltd., Scottish General Transport Co., Ltd., and the Widnes Corporation.




THE T.S. "EXPRESS" LIGHTWEIGHT BUS.

**Noiseless Buses.**—Representatives of municipal and private transport undertakings throughout the North East were interested participants of a demonstration in Newcastle on December 2nd of Daimler motor buses fitted with the new fluid flywheel and pre-selective (self-changing) gear-box, an immense advance in modern transport. This new bus was described on page 62 of our November issue. "What we have seen to-day will give us a great help over a stile. It is not sufficiently true to merely say trams are done, but tram lines have been laid where they should not have been laid had we foreseen such developments. Whole districts have established tramways where they should not have had them." This was a statement by Alderman R. Mayne, chairman of the Newcastle Corporation Electricity and Transport Committee, when speaking at a luncheon given by the Daimler Company, Ltd., of Coventry, following the demonstration. Alderman Mayne then made the interesting point that one of the difficulties of the transport undertaking was the question of the future of tram drivers if trams were to be replaced by buses. They were not inclined to take the callous view of saying they should take their chance. "One of the difficulties of tram drivers coming on to buses is changing gear. It seems to be a matter of "knack," which some never easily acquire, but this device relieves us of one of the difficulties of a tramway authority in bringing men from the trams to the buses."

**Denmark's First English 6-Wheeler.**—Denmark is the latest of the Continental countries to offer Great Britain the opportunity of demonstrating the capabilities of the modern type of bus chassis. The Associated Equipment



AN A.E.C. "RENOWN" SIX-WHEEL SINGLE DECKER BUS CHASSIS EN ROUTE FOR DENMARK.

Co., Ltd., of Southall, have sent, for service with the Copenhagen Tramways, a 6-wheel single-decker "Renown" model. It is a standard chassis with the exception of the frame, which has been extended to take a longer body, and the engine, the horse power of which has been increased from 95 to 110. The body is being built to the specification of the Operating Company, and as soon as it is completed, the vehicle will be placed in service. Its work, in and around Copenhagen, will be arduous and its capabilities and performance will be matched against several chassis of foreign manufacture. Accompanying the "Renown"—as in the case of all A.E.C. models being placed in service abroad for the first time—will be an engineer from the A.E.C. Southall factory, specially trained in foreign operating conditions, to ensure that the trial chassis is driven and maintained in a manner productive of the best results.

**Newcastle's Bus Bill.**—Newcastle City Council last March authorised the expenditure of £70,000 on buses. Thirty-four were bought at a cost of £58,875, leaving £11,125. The Transport Committee is replacing 14 single deck buses bought in 1925 by 14 new double-deckers and buying four extra of the latter, the whole at a cost of £33,750 (or £22,625). This makes £146,996 spent by Newcastle on municipal buses since 1925.

**New Jersey Garage.**—The Red Band Bus Co. (Safety Coach Service) has acquired for £2,500 part of the former Jersey Eastern Railway Co., Ltd.'s, locomotive sheds near the Green Street crossing as a garage.

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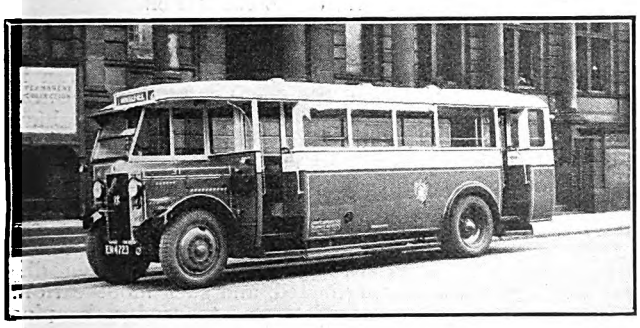
**Cumberland Motor Services.**—The directors of the Cumberland Motor Services entertained the staff Social Club to dinner at Whitehaven, 80 being present. Mr. H. Meageen (Managing Director) presided, and presented prizes for cricket, etc.; and the Mayors of Whitehaven and Workington were among the guests. He mentioned that the company uses 500,000 gallons of British petrol in a year. The club's activities include cricket, football, billiards, ambulance classes, and a male voice choir, while a string band is projected.

**Bus Enterprise.**—The United Automobile Services, Ltd., inaugurated on December 1st a new direct motor coach service between Newcastle and Edinburgh, which offers through travel to Glasgow. It runs via Wooler, Coldstream and Kelso. The company already had Newcastle-Edinburgh services via Alnwick and via Berwick respectively.

**Bus Passenger Awarded Damages.**—In respect of injuries sustained in a collision that occurred between two buses of the Irish Omnibus Company, Miss Josephine Hartnett, of Thomondgate, Limerick, was awarded £191 and expenses in the Limerick Circuit Court. She was a passenger on one of the buses on September 24th, and on the journey to Limerick City another bus of the same company came into collision with it, and in the impact she sustained serious injuries to her face and legs, receiving a scar on the head that would remain permanent. At the hearing of the action Judge McElligott said there was no exaggeration in the case, and gave plaintiff a decree for £191, and expenses.

**A Crossley Single Decker for Bury.**—We illustrate a Crossley Single Decker supplied by Crossley Motors, Ltd., Gorton, Manchester, to Bury Corporation.



A CROSSLEY 38/110 H.P. SIX-CYLINDER 32-SEATER DUAL ENTRANCE BUS SUPPLIED TO BURY CORPORATION.

**First Aid on the Roads.**—A scheme for organising a unified road ambulance service has been formulated by Mr. G. R. Curry, County Officer for the St. John Ambulance Brigade in Northumberland and Durham, and is now receiving the attention of the Ministry of Transport. Among Mr. Curry's proposals are that bus drivers and conductors should be trained in first aid and that all vehicles carrying 10 or more passengers should be fitted with a standardised first-aid equipment, while all motor buses should be built so as to carry two or four stretchers. First-aid ports would, moreover, be established at convenient places on the roads. Mr. Curry estimates the full cost for the country at £15,300 a year, which, he says, "can be largely met by contributions from the insurance societies, transport companies, and, say, 1s. per annum on each motor licence issued."

**Buses to Replace Trams.**—The abolition of tramcars and the substitution of omnibuses over the tram routes in the Borough of Tynemouth (North Shields) has been approved in principle. Sanction has meanwhile been given to the Tynemouth and District Electric Traction Co., Ltd., to operate a 15 minutes' bus service for a 10 minutes' service on the tramway routes between the Quay at North Shields and Whitley Bay.

**A Bus Pioneer.**—Mr. John Pyle, pioneer of the first bus service between Bedlington and Bedlington Station, commenced in 1889 with a single horse and wagon, charging 3d. for the single journey. He developed the business till he had 12 horses, three brakes, and a landau, and has retired at the age of 75. Mr. Pyle's son, Lance, is now running a service of motor buses on the same route.

**Speaking in Millions.**—It was stated at the fourth annual staff dinner of Crosville Motor Services, Ltd., whose headquarters are at Chester, that the organisation employed 2,300 men who received £7,000 in wages per week; controlled 600 vehicles and had an interest in 30 others; mileage per annum 20,000,000; over 2,000 miles of actual route; petrol consumption per annum 3,000,000 gallons; oil consumption per annum 100,000 gallons; 60,000,000 passengers carried last year, gross receipts being nearly £1,000,000; 31 separate inquiry offices and ten private hire departments which could provide travel accommodation for 2,295 persons at once. Mr. Claude Crosland Taylor, the managing director, spoke of the remarkable progress of the company in the last four years and to the changes in its title in that period. First it was the Crosville Motor Co., next L.M.S. Crosville and now Crosville Motor Services, Ltd. He felt that amalgamation was the only solution of the problem of North Wales coast road traffic, because amalgamation was not only in the interests of the operators themselves but of the public as well.

**Airvac Ventilators.**—Airvac Ventilators, of Honeypot Works, Darlington, inform us that they have just executed their twentieth repeat order for the Sheffield Corporation Tramways and Motors.

**Crossleys for Stockport.**—Crossley Motors, Ltd., Gorton, Manchester, have received an order from the Stockport Corporation for six 38/110 h.p. six-cylinder chassis fitted with 32-seater saloon service type bodies of Crossley manufacture.

**Licences Granted.**

The Watch Committee of the Newbury Corporation has granted licences to the International Express Services, of Sheffield; Underwood Express Services, Ltd., of Southsea, and Mr. John Prothero, of Beedon.

The Watch Committee of the Cheltenham Corporation has granted the application of the Black and White Motorways, Ltd., for 18 additional bus licences.

The Watch Committee of the Cheltenham Corporation has granted an application from the International Express Services for three bus licences and drivers' licences in respect of their proposed Newcastle via Sheffield service, subject to the route through the borough and stopping place and drivers being approved by Superintendent Goulder.

The Watch Committee of the Cheltenham Corporation has granted an application from the Reliance Bus Company, of Bidford-on-Avon, for two omnibus licences for extending their Pershore to Eckington service to Cheltenham. Mr. G. Crompton, manager of the company, attended and stated that their route into the borough would be via Evesham Road and Portland Street.

At the Watch Committee of the Merthyr Corporation, a letter was received from the Pilot Road Services, Ltd., stating that they had found it necessary to augment their London-Llanelly motor coach service via the Merthyr borough, and applying for two further licences to cover the additional buses. The licences were issued.

The Watch Committee of the Merthyr Corporation has granted six licences to the South Wales Transport Co., Ltd., for services between Merthyr and Swansea.

The Watch Committee of the Sheffield Corporation has granted licences to Messrs. Leavesley Bros., Ltd., of Blackpool, for a service between Blackpool to Sheffield in conjunction with the United Motor Services and Messrs. A. F. Hancock, Ltd.

At the Watch Committee of the Chorley Corporation, a letter was read from Ribble Motor Services, Ltd., stating that the company has purchased the concern known locally as "Freeman's Services" and applying for the renewal of the licences in respect of thirteen omnibuses operating in connection with the services. The licences were granted.

The Licensing Committee of the Otley Urban District Council has granted the application of Messrs. J. Bullock and Sons, Ltd., Featherstone, for licence to run a bus service, through Otley from Wakefield and Leeds to Blackpool, on condition that the bookings are for Blackpool only.

The Watch Committee of the Stalybridge Corporation has granted licences to the International Express Services, Ltd., in connection with their Nottingham to Liverpool service.

The Swanscombe Urban District Council has granted licences for coaches to Green Line Coaches, Ltd., in connection with a new service between Gravesend and London.

The Watch Committee of the Oldham Corporation has granted an omnibus licence to Messrs. Wood Bros., Ltd. (Blackpool), in respect of a motor coach to ply for hire in the borough.

The Watch Committee of the Oxford Corporation has granted an application by Mr. H. F. King, of London, for six bus licences to ply for hire in the city operating from London to Oxford.

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The Watch Committee of the Oxford Corporation has granted the application of Ensign Motor Coaches, Ltd., for motor bus licences to ply for hire in the city operating on the route from London to Aberystwyth.

The Watch Committee of the Chesterfield Corporation has granted a joint application from the East Midland Motor Services, Ltd., and the North Western Road Car Company, Ltd., for permission to run a daily service between Chesterfield and Buxton, via Baslow and Wadshelf.

The Licensing Committee of the Blyth Corporation has granted the Tynemouth Traction Co., Ltd., a temporary licence for a demonstration double decked bus.

The Watch Committee of the Bournemouth Corporation has granted licences for two vehicles to Bournemouth Coachways, Ltd.

Manchester Corporation Watch Committee has granted the applications of the undermentioned for permission to run motor omnibus services from the city:—T. Swan, Manchester; P. Prestwich, Manchester; Manchester Corporation Transport Department.

**Entrances and Exits on Omnibuses.**—At the Licensing Committee of the Blyth Corporation, a letter was read from the Minister of Transport in regard to the question raised by the Council as to the position of entrances and exits of omnibuses. The Minister stated that he was now disposed to the view that a single decked omnibus should be fitted with an exit at a side of the vehicle other than that in which the normal entrance is placed, for which purpose side is deemed to include the front and rear of the vehicle, and that the question of entrances and exits in the case of double decked vehicles was still under consideration. The Committee decided to take no action in the matter at present, pending the operation of the Road Traffic Act, in which provision is made for the observance of prescribed conditions as to the fitness of public service vehicles.

**Must be Up-to-date!**—The Watch Committee of the Stoke-on-Trent Corporation has instructed the chief constable to inform the owners of obsolete types of buses that unless such vehicles are replaced, the Committee will consider the question of withdrawing the licences.

# Manchester Coachowners Merge Interests.

## Arrangements for 1931 Season.

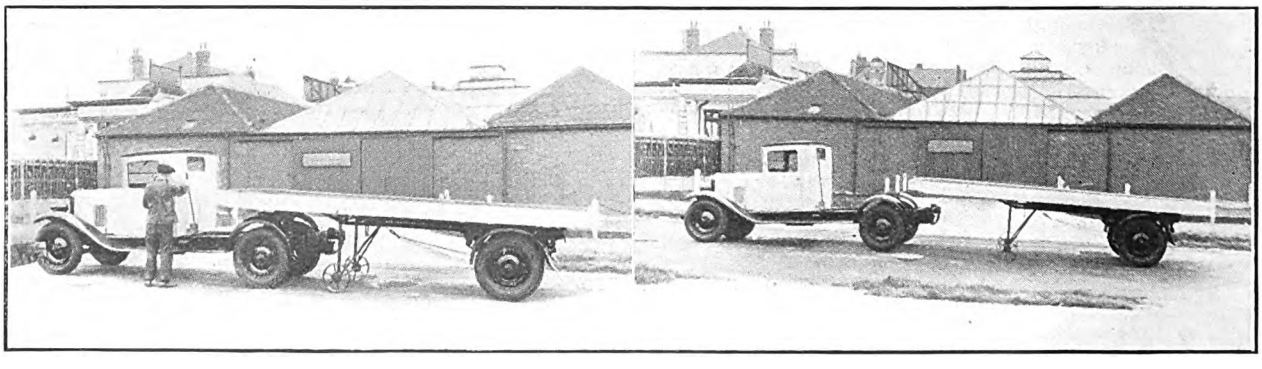
FURTHER news of the Manchester motor coach merger is available. At first the amalgamated services will be administered by a small company consisting of contracting parties who have adopted the title, Manchester Joint Services. Then in the spring it is proposed to form a public company in order the acquire the separate constituent companies and their coaches at a valuation. Negotiations are in progress for a convenient loading station. Time-tables and tickets are now being prepared and will be put before the Watch Committee for their approval; already tickets and time-tables are being printed for submission to the Watch Committee. About seventy coaches owned by seventeen firms form the nucleus of the combine which, by the beginning of the next motor coaching season, expects to double its vehicle resources. Manchester Joint Services intend to concentrate on tours to Blackpool, to which town there will be coach departures six times a day in the summer, and to Southport, Morecambe, and North Wales once a day on five days of the week and two trips on Saturdays. Modified arrangements will obtain during the winter months, such as a daily trip to and from Blackpool and perhaps once a week to Southport. The combine also intends to operate a number of long-distance tours to the South Coast, Wales and Yorkshire. Individual coach owners will receive profits according to their holdings in the pool and each will be responsible in the first place for the maintenance and operating costs of his machines. The plan, in some respects, is similar to the co-ordination scheme which was worked last season by the Manchester Transport Owners' Association and the Commercial Motor Users' Association (Joint Organisation).

### ANOTHER SCHEME OF CO-ORDINATION.

The motor coach owners section of the C.M.U.A. (Manchester area) and the Manchester Transport Owners' Association, has been busy considering the application in various parts of the Road Traffic Act. They are now awaiting the final regulations, and when circulars have been received from the Ministry, concerning Part 4 of the Act, a general meeting of members will be called in order that a scheme of co-ordination may be considered. Inquiries have been received from many parts of the country concerning the Manchester coach owners co-ordination scheme which was successfully introduced a few months ago. Where weak points have been discovered they will be strengthened, and such modifications or improvements will be made so as to render the plan efficient and capable of yielding the maximum benefit to those directly concerned.

# The Carrimore "Quick-Fit" Carrier.

WE have received from Carrimore Six Wheelers, Ltd., High Road, Gt. North Road, North Finchley, London, N.12, the two photographs which we reproduce. This is an interesting development of the old system of using a steam tractor with two or three trailers which can be employed at the same time, one trailer being loaded while another is being hauled and a third is being unloaded at destination. Many of our readers will be interested in some brief particulars of this new trailer.



TWO VIEWS SHOWING THE CARRIMORE "QUICK-FIT" CARRIER.

A patented hydraulic lifting device, comprising a pump box and a hydraulic ram is fitted to the prime mover, the ram operating in the centre of the turntable. When it is desired to detach the carrier, the following operations are carried out:—a few strokes of the hand lever of the hydraulic pump raise the front part of the attachment sufficient to allow the jockey wheels to drop into position, where they are locked by means of a pin, the brake cable is uncoupled and the prime mover is driven away.

The operation of coupling or uncoupling can be carried out in less than 1½ minutes, and the tractor can be coupled up at any angle relative to the carrier.

It is obvious that if several of these carriers are used with the same prime mover on the shuttle system, all terminal delays are obviated, and under certain circumstances an outfit of this description can carry out the work of several 3/4 ton lorries.

Only one lifting device is of course necessary for any number of carriers.

The device can be supplied to any make of prime mover.

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# Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

## THE IMPORTANCE OF MODERNISING OUR INLAND WATERWAYS.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—Surely it is remarkable that only one of our leading canal companies—the Grand Union Company—has availed itself of the Government's offer to assist public utility schemes which will help to provide employment. One would have thought that such an opportunity of bringing the country's canals up to the most modern standard would have been seized upon more readily.

The Grand Union Canal Company is to spend more than £1,000,000 and (apart from the employment which this will give) the result will be a thoroughly efficient waterway on which larger boats, motor-propelled and capable of carrying bigger cargoes, will provide a service for all practical purposes as speedy as the railway goods service, and, at the same time cheaper than, and in other respects just as efficient as, either road or rail transport. It seems a pity, however, that, because the other companies concerned cannot see their way to follow this excellent example, the chance of making our great trunk canals into a system which would contribute so much to the solution of our national traffic tangle should be neglected.

Without giving any legitimate grounds for complaint to either railway or road interests, a very large percentage of the heavy and bulky merchandise which now retards industry by causing obstruction and delay, could be carried on the canals even in their present state.

But the efficiency of a great national asset, a third transport system consisting of 4,000 miles of inland waterways, would be enormously increased if the other principal canal companies would follow the example of the Grand Union Company, and, by availing themselves of the facilities offered by the Government, produce schemes for a similar ambitious development.

Yours faithfully,
J. A. CORCORAN,
Director,
National Union of Manufacturers, Inc.

6, Holborn Viaduct,
London, E.C.1.
26th November, 1930.

## AVOIDANCE OF STREET ACCIDENTS.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—The season of frosts and fogs is upon us. May I plead for a little more consideration on the part of motor drivers, a little more care on the part of the cyclist and pedestrian, while conditions are at their worst? Most accidents can, and should be avoided.

At the beginning of last autumn the National "Safety First" Association issued some suggestions in connection with slippery road surfaces. May I add a special winter hint for the motorist? See that the treads on your tyres are good; if not, renew them now. We hear much to-day of the need for road surfaces which offer a firm grip, but it takes two to effect that grip. The wise motorist sees to it that he supplies his share.

Yours faithfully,
J. A. A. PICKARD,
General Secretary.

National "Safety First" Association,
119, Victoria Street, S.W.1.
December 2nd, 1930.

# British Industries Fair.

**Chelmsford Committee's Report.**

THAT a site easily accessible from Central London should be acquired for permanent buildings for the British Industries Fair and that the Government should establish a regular annual publicity grant of a minimum of £100,000 (instead of £25,000 granted for a year at a time as at present), are among the recommendations of the Committee, under the Chairmanship of Lord Chelmsford, whose Report on the future of the Fair has recently been published.

"The Fair should be developed—and this," the Committee states, "is the basic recommendation of our Report—so as to become a truly national manifestation of the quality and range of British products and an increasingly powerful factor in the expansion of our trade. The Government and manufacturers generally should accord it more vigorous support, and the public should be encouraged to learn through the Fair that British manufacturers can supply their needs."

"Sell British Goods" is not less important than "Buy British Goods."

The Committee received overwhelming evidence that £25,000 was totally inadequate for effective publicity for the Fair throughout the world and it expresses entire agreement with the view that the advertisement of the Fair abroad is of value to British industry generally and not merely to exhibitors.

The preponderance of evidence was emphatically against a contribution to the publicity fund by increasing charges for space in the Fair and in recommending the substantial increase in the Government grant the Committee states: "We are convinced that expenditure of this character, by assisting in the restoration of British industry, will prove to be a national economy, and, even from the financial point of view, amply justified by results . . . . If our premises are sound and the Fair is to be regarded as a means of expanding our national industry, the contribution we recommend from national funds is insignificant compared to present expenditure on unproductive relief of unemployment which it is designed to reduce."

The Committee, although holding divergent views in regard to the scope of government activity in trade matters, is unanimously of opinion that the successful administration of the London Section by the Department of Overseas Trade should not be disturbed on theoretical grounds and it is stated that evidence shows that the development of the Fair owes much to the enthusiasm and efficiency of the officers of that department and the authorities of the Birmingham Chamber of Commerce.

The Committee, which was appointed by the President of the Board of Trade in February, 1930, to "examine the present situation as regards the British Industries Fair and to consider what means can be adopted to consider still further its utility to British Trade," consisted of : Viscount Chelmsford (Chairman); Lord Barnby (Messrs. Francis Willey & Co., woollen merchants), who, however, was unable to attend the sittings; Mr. John Beard (Trade Union Congress General Council); Alderman Sir Percival Bower (ex-Lord Mayor of Birmingham); Sir John Corcoran (Director, National Union of Manufacturers, Inc.); Sir Robert Donald (representing Press and Publicity); Sir William J. Larke (Director, National Federation of Iron and Steel Manufacturers); Mr. Guy Locock (Deputy Director, Federation of British Industries); Sir Sydney Skinner (Chairman, Messrs. John Barker & Co.); Sir Gilbert Vyle (Association of British Chambers of Commerce); Mr. Robert Waddington (Messrs. James Rothwell Ltd., manufacturers of cotton sheeting and blankets, etc.); Mr. E. B. Lewis (President, National Chamber of Trade).

# Forthcoming Events.

| | | |
|---|---|---|
| 1930. | | |
| Dec. 16th. | London. | Meeting of the Long Distance Road Haulage Committee. |
| 1931. | | |
| Jan. 12th. | London. | Institute of Transport. Ordinary Meeting: Paper by Mr. H. M. Cleminson, entitled "Shipping and its relation to road, rail and air, in co-operation and competition." |
| Jan. 13th. | London. | Institution of Petroleum Technologists. General Meeting. |
| Jan. 13th. | London. | London Shipping and Forwarding Agents' Conference. Annual Dinner. |
| February. | Berlin. | International Motor Exhibition. |
| Feb. 16th to 27th. | London & Birm'gh'm. | British Industries Fair. |
| March 1st to 11th. | Leipzig. | Engineering, Technical and Building Fair. |
| March 5th. | London. | Institute of Transport. Annual Dinner, Connaught Rooms. |
| March 14th to April 27th. | Buenos Aires. | British Trade Exhibition. |
| May 20th. | Portsm'th. | Furniture Warehousemen and Removers' Association. Annual General Meeting. |
| July 7th to 11th. | Warwick. | Royal Agricultural Show. |

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# Answers to Inquiries.

LIABILITY FOR COMPLIANCE WITH PETROLEUM ACTS.

**Question:**—We operate a large number of commercial motor vehicles. Some of these vehicles we garage on our own premises but a considerable number go to a garage owned by someone else and over which we have no control. This being the case have we any responsibility for the necessary fire appliances and precautions required under the Petroleum Acts. In other words, can an Inspector coming to the garage and not being satisfied with the safety arrangements find out to whom the vehicles belong and hold them responsible, although they have no control or interest in the garage at all?

**Answer:**—Garages fall under two heads:—

(a) Garages licensed under the Petroleum Acts and the regulations made thereunder.

(b) Garages not so licensed.

Any garage or other place storing more than a specified amount of petroleum spirit must be licensed, subject to penalties if not.

A different body of regulations applies to a licensed garage as compared with the regulations which apply to an unlicensed garage. (By "unlicensed" we, of course, mean a garage or place *not requiring* a licence. A garage or place which ought to be licensed, but does not happen to be licensed, is for the purpose of this reply a "licensed garage.")

Until the new Petroleum regulations were issued in 1929, there was some doubt as to whether there was not some overlapping as to the regulations applicable to an unlicensed garage as compared with a licensed garage, but the 1929 Regulations now make it clear that, upon grant of the licence, that particular body of regulations alone applies, to the exclusion of what might be called the "general" regulations applicable to all unlicensed garages.

As regards a licensed garage, the occupier thereof, being the licence holder, is wholly responsible for fulfilling the regulations, and for penalties for their non-observance.

In the case of an unlicensed garage, every person using the same is responsible for any breach of the regulations occasioned by or during the user.

Applying these principles, therefore:—

(a) If a lorry is driven into a licensed garage, and at that time, or by virtue of such lorry, a breach of the appropriate regulations exists, then the licence holder is responsible.

(b) If a lorry is driven into an unlicensed garage, and at that time, or by virtue of such lorry, a breach of the appropriate regulations exists, every person using the garage, including the owner of the particular lorry is liable for breach of the regulations.

The logical outcome of the above is as to the manner of ascertainment by a "casual" user of a garage as to whether that garage is licensed or unlicensed. There is no absolute means of knowing. A licensed garage is under no obligation to exhibit a notice to the effect that it is licensed under the Petroleum Acts. Such licence is often exhibited at garages, for the reason that a licence holder is required by the regulations to acquaint his employees with certain of the regulations and conditions of the licence. So as to be on the safe side by ensuring that he has duly brought to the notice of his employees all the conditions with which he ought to have acquainted them, certain garage proprietors exhibit the whole of the licence, on the ground that, if they put up the entire licence, they must perforce have advised their employees of all material conditions. But, as mentioned above, this is only a matter of personal precaution on the part of the licence holder, and while, of course, exhibition of the licence is clear evidence that the garage is licensed, the fact that no licence is exhibited is no indication that a garage is not licensed.

Inability to determine definitely whether a garage is, or is not, licensed is, however, as a general rule, more theoretical than practical. If it is anything like a garage at all, selling petrol by retail, it is almost definitely sure to be licensed. The local authority sees to that. On the other hand, if the "garage" partakes of a shed or yard, without retail sales of petrol, the possibilities are that it is not licensed.

RUNNING COSTS.

**Question:**—Will you kindly oblige us with particulars of the cost of running a Ford 30-cwt. truck. We want to form an idea of depreciation, running costs, cost of driver, garaging, vanguard, etc. We estimate that the vehicle would cover about 10,000 miles per annum.

**Answer:**—The cost of the truck is, we understand, £210. We think you can safely rely upon a five year life for the vehicle if reasonably used and cared for. Petrol consumption is from 12-18 miles per gallon, depending upon the state of the road and the number of stoppages either due to traffic congestion or in the course of business. The driver's wages amount to £171 per year, Trade Union rates, and the tax £25 per year, provided the entire weight of the vehicle with body, ready for the road, does not exceed 2 tons. If, however, it exceeds 2 tons then the tax is £32 per year, provided the vehicle is shod with pneumatic tyres.

From the above the standing charges are computed as follows:—

| | |
|---|---|
| Interest on Capital at 5 per cent. | £10 10 0 |
| Depreciation at 20 per cent. ... ... | £42 0 0 |
| Insurance inclusive policy ... ... | £20 0 0 |
| Garage ... ... ... ... ... | £25 0 0 |
| Driver ... ... ... ... ... | £171 0 0 |
| Tax ... ... ... ... ... | £25 0 0 |
| | £293 10 0 |

Running expenses per mile in pence.

| | |
|---|---|
| Tyres ... ... ... ... ... ... ... | .75 |
| Petrol at 15 miles per gallon at 1/3 per gallon | 1.00 |
| Oil and grease ... ... ... ... ... | .15 |
| Repairs ... ... ... ... ... ... | 1.00 |
| | 2.90 |

The cost per annum, therefore, on a 10,000 mile basis would be £414 approximately, or approximately 10d. per vehicle mile, and this we consider quite an outside estimate and in actual practice you would no doubt get better results. You will understand that 10,000 miles per annum is small for a commercial vehicle, a higher mileage would result in lower costs per mile as the standing charges would be spread over a greater mileage.

ROAD TRAFFIC ACT.

**Question**:—With reference to the article on the Road Traffic Act, 1930, in your issue of November 15th, I should be obliged if you would inform me where your contributor has obtained the information contained in the last paragraph of the article referring to part one of the Act, namely, "That a person receiving a driving licence is required to sign it with his ordinary signature, etc," as under clause four of that part, sub section five, it does not give any such obligation, and leaves it to be inferred, as far as I can see that the name and the address of the holder of the licence will be put on it, the same as at present, by the issuing authority.

If, however, there is some further information on this matter in another part of the act, I should be glad if you would let me know the reference.

**Answer**:—The stipulation that a person receiving a driving licence must sign it with his ordinary signature under a penalty is not contained in the Act itself but it is one of the regulations now being drafted* by the Minister of Transport.

* The Motor Vehicles (Driving Licences) Regulations, 1930, containing this provision, have now been issued and are referred to in another part of this issue.

# Two Well-known Firms Amalgamate.

THE British Oxygen Company, Ltd., Angel Road, Upper Edmonton, London, N.18, and Allen-Liversidge, Ltd., Victoria Station House, Westminster, London, S.W.1, in letters addressed to their respective shareholders, outline proposals for fusion of the two companies. For many years these two companies have been working in close co-operation. Several working agreements have been entered into from time to time between the two companies which have proved in practice to be of great mutual benefit, but it has become increasingly obvious that the full benefit of co-ordination can only be achieved by a complete amalgamation of the two companies. It is now announced that an agreement has been entered into whereby The British Oxygen Company, Ltd., has offered to acquire the whole of the issued shares of Allen-Liversidge, Ltd., in accordance with certain provisions.

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# Round the Lancashire Associations.

**Liverpool C.M.U.A.**

Motor users in South West Lancashire and Cheshire have learnt with deep regret of the passing of Mr. Charles Whitnall, secretary of the Liverpool Area Committee of the Commercial Motor Users' Association, after a long and trying illness. During the twelve years he held this position, it was his ambition to see the branch attain to a position of power and influence in the politics of transport. Although he always shunned publicity he and his staff were always to the fore when there was work to be done. The transport industry will miss his kindly presence. An accountant by profession, he was a past president of the Liverpool Philomathic Society and of the Liverpool Society of Incorporated Accountants.

Liverpool Area Committee of the Commercial Motor Users' Association intimates that arising out of the construction of the new East Lancashire Road, it has been necessary to close Longborough Road for traffic from its junction with Hewitt's Lane to its junction with Blind Foot Road, Vehicles travelling to and from St. Helens should make use of the road through Prescot on the south side of Knowsley Park.

**N.W. Institute of Transport.**

Members of the Manchester and Liverpool Section of the Institute of Transport paid a visit on December 10th, to the Head offices and Tobacco Factory of the Co-operative Wholesale Society, whose traffic manager is Mr. R. W. Royle, the chairman of the local Section of the Institute. After tea. Mr. Royle gave an address on "The Transport Interests of the C.W.S." He not only described with some detail the system of handling huge tonnages of goods by road vehicles but how his organisation placed reliance on every form of transport. Equally interesting were Mr. Royle's comments on the principles of transport to which the C.W.S. worked.

**Manchester Horse & Motor Owners and C.M.U.A.**

Several matters of importance to motor haulage contractors and coachowners in the South East Lancashire area were considered at the half yearly meeting of the Commercial Motor Users' Association (South East Lancashire Area), and the Amalgamated Horse and Motor Owners' Association (joint organization), held at Oldham. Councillor W. Farnorth of Middleton presided over a good attendance.

In the report of the General Council submitted by Mr. J. S. Howarth, secretary, it was stated that an application had been made by employees of co-operative societies for an extra week's holiday with pay. No decision had yet been reached on the matter. Mr. Howarth gave a full report of the wages situation and of negotiations that had taken place through the Lancashire and Cheshire Joint Road Transport Council.

**Conference of Road Transport Employers.**

Negotiations between the Liverpool and District Road Transport Employers' Conference and the Liverpool and District Carters and Motormen's Union on the subject of the accumulative working week, for motormen engaged on distances beyond the ten mile radius of the city of Liverpool, have had a satisfactory outcome. Employers because of the severity of the competition which they experienced from towns where the accumulative working week was in operation, pressed for the option of employing their men on similar terms. The accumulative working week will not come into operation in Mersevside district until February 1st. There is a safeguarding clause in the agreement between the Union and the Conference in respect of men engaged partly on local and partly on up country haulage. Only the hours worked locally between 7 a.m. and 7 p.m., will count as accumulative work. Time worked locally after 7 p.m. will have to be paid for as overtime. Motormen who are employed on the accumulative week system will receive one week's holiday annually with pay. The first 48 hours worked will constitute the working week. The first six hours after that will be paid for at ordinary day rates; further time at time and a quarter; Sunday work will be paid for at double time. We understand that other negotiations are proceeding between the Conference and the Union. The Road Transport Employers' Conference comprises representatives of the Liverpool Cart and Motor Owners' Association, Liverpool and District Short Cart and Motor Owners' Association, the Motor Transport Employers Federation and the following trades:—flour millers, wholesale provision merchants, coalowners, and seed, oil and cake dealers.

**Manchester Committee of Road Users.**

At their last meeting the Committee considered the details for instituting one-way traffic round Shudehill Market and its environs, the whole of the details being negotiated by Mr. H. Howard Robinson and the Chief Constable of Manchester. The following streets have been made "one-way" streets, viz:—

Tib Street—Traffic to flow from north-east (Swan Street) to south-west (Thomas Street). Oak Street—Traffic to flow from south-west (Thomas Street) to north-east (Swan Street). Carpenter's Lane—Traffic to flow from Oak Street to Tib Street. Green Street—Traffic to flow from Tib Street to Oak Street. Whittle Street—Traffic to flow from Oldham Street to Oak Street. Scholes Street—Traffic to flow from Oak Street to Tib Street. Foundry Lane—Traffic to flow from Tib Street to Oak Street. Edge Street—Traffic to flow from High Street to Oak Street. Copperas Street—Traffic to flow from Oak Street to High Street. Thomas Street—(between Tib Street and Shudehill) Traffic to flow from south-east to north-west. Hanover Street—(between Danzic Street to Shudehill) Traffic to flow from south-east to north-west. Mayes Street—(from Dantzic Street to Shudehill) Traffic to flow from north-west to south-east. With a view to further reducing the amount of congestion in Oak Street, a line of market vehicles will be allowed to stand in Oldham Street, between No. 71 and a point opposite No. 143 on the westerly side, up to 8 a.m. daily, the vehicles to be parked facing New Cross. A line of market vehicles will be permitted to stand in Turner Street on the southerly side between Tib Street and Elbow Street up to 8 a.m. daily, such vehicles to be parked facing High Street.

**Manchester Transport Owners' Association.**

The Wages and Labour Executive Committee of the Manchester Transport Owners' Association has carefully considered the provisions of clause 19 of the Road Traffic Act limiting the hours of drivers, and the secretary was authorised to attend another conference convened with a view to framing joint representations to the Minister of Transport prior to the clause becoming operative.

**Manchester C.M.U.A.**

A special Committee of the Manchester Area Committee of the C.M.U.A., has held meetings to examine in detail the draft heads of the regulations under the Road Traffic Act furnished by the Minister of Transport. The views of the Manchester members have been forwarded to the National Council and deal with many interesting points.

**Lancashire and Cheshire Joint Transport Council.**

At the last meeting of the Lancashire and Cheshire Joint Road Transport Council, held at Manchester, a request was submitted from the North Midland Joint Transport Board for representatives to attend a conference for the purpose of discussing certain matters arising under the Road Traffic Act. The Lancashire and Cheshire Council decided to fall in with the suggestion.

# R.I.A. National Council Meeting.

**Acceleration of Road Work.**—The varied activities of the Roads Improvement Association to accelerate the actual commencement of a larger volume of road work as rapidly as possible formed the chief business at the meeting of the National Council of the Association held at the Royal Automobile Club on November 26th. The frequent references made by the Government to the "millions" authorised for road work and the great extensions in road development that are intended have given the impression, it is stated, that the amount of road work actually in hand at present is several times greater than that of corresponding periods of past years. This is not the case. Numerous political and domestic difficulties are hindering actual commencement of a large number of approved and authorised schemes. A certain amount of progress has been made but, as Mr. William Haigh, M.A., B.Sc., who occupied the chair, pointed out, much more work must be started at once if road development is to be tackled upon a scale commensurate with traffic needs. He indicated that the Association's work through its parliamentary organisation and provincial branches would be continued and needed all possible support.

**International Road Congress.**—Mr. W. E. Cone made a general report on behalf of the delegates of the R.I.A. who attended the International Road Congress at Washington. His conclusions were that the Congress had been particularly beneficial in directing attention to the importance of road development and in particular to the latest and most useful methods of utilising the various materials used in road work to the best advantage.

**Co-ordination of Road Research Work.**—The Committee recently appointed to make recommendations in connection with the desirability or otherwise of asking the Government to set up a National Road Research Committee reported that considerable information had been collected and various investigations made. The findings of this Committee, embodying a suggested line of action to be taken by the Association, will be submitted to the National Council at an early date.

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# Institute of Transport.

THE following gentlemen were recently elected to membership of the Institute of Transport.

MEMBERS.

| | |
|---|---|
| Baghurst, George | Rolling Stock Engineer, New South Wales Government Railways. |
| Ballantyne, Charles William Hastings | Secretary, Penang Harbour Board. |
| Blake, Percy Roberts | General Manager, Scottish General Transport Co., Ltd. |
| Cermak, Josef | Chief of Department of Finance, Ministry of Railways, Czecho-slovakia. |
| Cleary, William James | Chief Commissioner, New South Wales Government Railways. |
| Easton, Thomas Potts | General Manager, Newcastle-on-Tyne Corporation Transport. |
| Fewtrell, Albert Cecil | Supervising Engineer, New South Wales Government Railways. |
| Gibb, Roger | Chairman, Rhodesia Railway Commission. |
| Howie, Andrew | Joint Accountant, Southern Railway. |
| Kitching, John Everley | District Goods Manager (Newcastle - upon - Tyne), London and North Eastern Railway. |
| Le Clair, Louis Jean | Engineer, Westinghouse Brake and Saxby Signal Co., Ltd. |
| Mailer, James | Chief Mechanical Engineer, Cordoba Central Railway. |
| Makin, Llewellyn Williams | Chief Storekeeper and Maritime Agent, Buenos Aires Pacific Railway. |
| Mills, George | Assistant to Goods Manager (Southern Scottish Area), London and North Eastern Railway. |
| Morris, Samuel | Divisional Superintendent (Gloucester), Great Western Railway. |
| Myers, Walter Harold | Chief Electrical Engineer, New South Wales Government Railways. |
| Stevens, Lieut. Colonel Thomas Harry Goldsworthy, O.B.E. | Managing Director, Trafford Park Estates, Ltd. |
| Ward, Col. John Chappell, C.I.E., D.S.O., M.B.E. | Port Director and Director General of Navigation, Iraq. |
| Thackwell, Edward Hillyar Roche | Chairman and Managing Director, H. C. Motor Works, Ltd. (Hull). |
| Tipton, Fred William | Manager, Thames Steam Tug & Lighterage Co., Ltd. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Asher, James Mitchell | London and North Eastern Railway. |
| Atkinson, Arthur Reginald | London and North Eastern Railway (London). |
| Barker, George | Schweppes, Ltd. |
| Beeston, Robert James | London and North Eastern Railway (London). |
| Bostock, Enoch | London and North Eastern Railway (Ilkeston). |
| Bowler, Richard Blackburn | London and North Eastern Railway (Nottingham). |
| Brazill, John William Gerald | Mitchells & Butlers, Ltd. |
| Cheetham, John Ryder | London, Midland and Scottish Railway (Derby). |
| Clark, George Christopher | London and North Eastern Railway (Bradford). |
| Cott, Sydney | London Midland and Scottish Railway (Derby). |
| Course, Alfred George | Port of London Authority (Tilbury). |
| Crisp, Walter John | London Midland and Scottish Railway (Rugby). |
| Daniels, Albert Victor | London and North Eastern Railway (Newcastle-on-Tyne). |
| Dove, Clifford Alfred | Port of London Authority. |
| Douthwaite, Clive Empson | British Extracting Co., Ltd., Hull. |
| Farbrother, Allan Edward Pauling | Port of Bristol Authority. |
| Furnivall, Sidney Lionel | Southern Railway. |
| Green, Joseph Victor | District Traffic Superintendent (Werris Creek), New South Wales Government Railways. |
| Green, William Ewart | London and North Eastern Railway (Manchester). |
| Gripton, George | District Manager (Birmingham), Pickfords, Ltd. |
| Hastie, William Fairlie Syme | London and North Eastern Railway (Edinburgh). |
| Holmes, Percival Alfred Sand | Transport Manager and Engineer, G. & T. Earle, Ltd., Hull. |
| Hutchings, Stanley Walter | Great Western and Southern Railways (Chard). |
| Jackson, Arnold Arthur | Deputy General Manager and Engineer, Coventry Corporation Transport Department. |
| Jacobson, Carl Johan | London Midland and Scottish Railway (Liverpool). |
| Jubb, Edward Clifford Victor | London United and South Metropolitan Tramways, Ltd. |
| Lowry, Francis Bernard | Chief Traffic Superintendent, Ottoman Railway Company. |
| Mathew, Ernest Archbell | South African Railways and Harbours (Cape Town). |
| Mathews, Wilfred John | South African Railways and Harbours (Cape Town). |
| Mehta, Jaysinglal Premchand | Secretary, Scindia Steamships (London), Ltd. |
| Moss, William Edwin Charles | Great Western Railway (Newport). |
| Panton, Harry | Traffic Manager, The Gramophone Co., Ltd. |
| Parsons, Sydney | General Manager, Ramsbottom U.D.C. Railless Traction & Motor Omnibus Department. |
| Petley, Edward | London and North Eastern Railway (Glemsford). |
| Pope, George | London and North Eastern Railway (Ipswich). |
| Powell, Harry Creswell | Traffic Superintendent, Jamaica Government Railway. |
| Robertson, George John Wallace | Metropolitan Railway. |
| Roy, Peter Ballingall | London and North Eastern Railway (Glasgow). |
| Rumbold, Robert Sydney | Assistant Traffic Manager, Bristol Tramways & Carriage Co., Ltd. |
| Rutherford, Adam | London Midland and Scottish Railway (Glasgow). |
| Sheppard, Walter William Nelson | Great Western Railway (Swindon). |
| Smith, Leonard | Great Western Railway (Bristol). |
| Smith, Wilfrid Sutton | London and North Eastern Railway (Darlington). |
| Storar, Hubert | District Locomotive Superintendent, Kenya and Uganda Railways and Harbours. |
| Sutcliffe, George | Assistant District Superintendent (King's Cross), London and North Eastern Railway. |
| Taylor, Harry Victor | South African Railways and Harbours (Pretoria). |
| Wiggins, James Fielding Ryder | Mersey Docks and Harbour Board. |
| Wolters, Nicholas Charles | Rhodesia Railways (Bulawayo). |

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# The Railways and Goods by Road in Glasgow and the West of Scotland.

*(By our Special Correspondent.)*

THE London, Midland and Scottish Railway Company has taken up the matter of transporting goods by road in real earnest. Several months ago a prominent official of the company hinted very broadly that as regards the transport of goods and parcels by road, progress in this direction was likely to follow the lines on which development has taken place in passenger transport.

There is, however, a vast difference between passenger and goods transportation. The former, by its very nature, lends itself to the drawing up of scheduled times, rates, distances, etc., whereas the latter is decidedly more differentiated and involved, consequently, whilst the company may aspire to develop the transport of goods by road on passenger lines such development must necessarily be much slower. For this reason it was to be expected that the railway companies would start off by expanding their own goods services, study the general conditions and explore their own limited sphere of operation before embarking upon a widespread co-ordination scheme with private firms.

In so far as Glasgow and the West of Scotland is concerned the effects of the L.M.S. road programme are already making themselves felt. Very wisely the company started off on their programme by propagating "salesmanship" among their administrative staff and inculcating them with ideas for selling transport. To this end the company officials have been studying the different local requirements of traders and manufacturers and set themselves the task of meeting these requirements by efficient transport organisation and facilities. They are now in a position to take over the whole of the delivery work of a large company, handling its goods by rail or by road, as may be more suitable to the individual. Not only this, but they are prepared to sort out and deliver any number of goods, thereby relieving the sender of all transportation work.

The companies are rapidly developing the railhead-distribution service embodying warehouse facilities which traders are allowed to make use of. They are also contemplating the formation of concentration centres in different parts of the country which will enable the distribution of goods from important railway stations to be handled on a large scale. As far as Scotland is concerned these schemes for road distribution services over a wide area are only in the embryonic stage, but there is every indication that the same lines will be followed as in north Wales where the L.M.S. have something like 14 railhead-distribution centres from which goods are forwarded to and from every small village on a scale which only applied to big industrial centres formerly.

The question of transport rates has been receiving very serious attention, but whilst the company's rates are invariably higher than those charged by the private contractors for road work they are attracting more and more business through the application of up-to-date methods in the matter of handling facilities. Every effort is made however, to meet the trader on the important item of rates. Where the lowest rate offered by the company is undercut by a private contractor, it usually happens that one of the company's subsidiary contractors enters the field and quotes against the private competitor. By this method the railway company very often secures the business either for itself or its subsidiary firm, which would otherwise have gone to the private contractor. As yet the company has not seen fit to reduce its rates to the level of the average private contractor, and one reason is that they believe the Road Traffic Act will make it impossible for many outside firms to carry on for any length of time if they persist in quoting uneconomic rates. It was pointed out by an official of the company that some private firms were carrying goods between England and Scotland at extraordinary low rates, and the railways could not possibly compete without incurring a loss. The company's rates were based on the actual costs of transport including all standing charges, and it was felt that many of these firms who were engaged in long-distance transport of goods were either prepared to work for no profit or gambled on the return journey furnishing a chance load.

During 1930 the railway company has made great strides in Scotland towards the development of a comprehensive goods service by road. The MacBrayne road service provides a good example. The L.M.S. Railway acquired a controlling interest in the firm of David MacBrayne (1928), Limited, Glasgow, in 1928, and after the re-organisation scheme which followed the prospect of a goods and passenger service was considered. About a year ago a goods service was inaugurated between Glasgow and Ardrishaig, and 3-ton Albion lorries with bodies specially adapted for carrying merchandise and livestock were commissioned. This service has proved very successful, and a similar service is now running between Inverness and Fort-Augustus whilst other routes are under consideration.

It is too early to pass criticism on the projected schemes for co-ordinated transport of goods by rail and road, but it is quite apparent that the railway companies have started on a sound basis which, backed by their organisation and capital should bear good fruitful results in the future.

# A Review of the Carrying Trades in Glasgow and the West of Scotland.

**A United Policy the Imminent Need.**

*(By our Special Correspondent.)*

INQUIRIES made among the various sections of the carrying trades in Glasgow and the West of Scotland reveals the existence of an element of disruption which is spreading with alarming rapidity. There is little or no semblance of co-ordination on the road, and it is high time that a concerted effort was made to put a definite check on the pernicious rate-cutting war which has been pursued with increasing intensity throughout the present year.

There is a veritable panic among members and what is most extraordinary, they are making no serious effort to deal with the situation as common-sense dictates. The transport of goods by road in Scotland has been mainly undertaken by private carriers and removers for the past 50 years, and those now engaged in this class of work should bear in mind that unless they pursue a sane policy they are in grave danger of being mulct of a large share of that goodwill which has taken half a century to build.

Warnings such as these, of course, have been given out many times in the past, but the carrying trade has never been called upon to face such difficult problems as confront it to-day. During the past year there have been a considerable number of newcomers on the road in Scotland, and with the sparcity of business there has not been sufficient tonnage to give everyone a fair share of profit. Furthermore, long distance haulage and removal vehicles have invaded the Scottish territories from different parts of England, and these invariably quote very low rates—sufficient to cover fuel cost—for return journey loads. Within the trade itself there is no accepted standard rate. Individual firms, whether members of associations or not, endeavour to undercut everyone else with the result that a large percentage of tonnage carried at the present time is not sufficiently remunerative to allow a reasonable margin of profit. It is a fact that many carriers and removers are transporting goods for practically next-to-nothing, and this is exampled daily on the Glasgow-Edinburgh road on which there are twice as many goods vehicles in daily service as are actually necessary. It has got to such a pitch that one finds erstwhile regular patrons severing their long connections with certain carrying firms simply because they know that by bartering with different members of the trade they will obtain lower rates.

But perhaps the worst feature of all is that whilst dissension and strife is rapidly weakening the organisation of the private trader, a formidable competitor has sprung up in the form of an organised effort by the L.M.S. railway company to secure a grip of the transport of goods by road. They are making progress, partly because they have the power as well as the finance to fall back on, but much of their success up to the present has been facilitated by the ineptitude of their opposition.

Instead of keeping together and displaying a united front the carriers and removers literally took fright and embarked upon the insane policy of rate-cutting in extremis—the first step to bankruptcy.

Every individual member of the trade knows full well the utter futility of pursuing this policy; every association official realises that drastic action of some kind is needed to remedy matters, but all agree that there never was a time before when unity among members was so necessary as it is to-day.

What then is the next move? It would appear in the first place that the different associations should immediately set to work and tackle the situation by a two-fold effort. In the first place the whole position of the carrying trade in Scotland

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should be carefully reviewed in all its different aspects and a definite scheme drawn up for co-ordination between members themselves as well as between the trade in general and those industries for which it caters. This of course is no small task but present conditions demand it.

Conditions in Scotland are entirely different from those in England. The basic transport cost of forwarding goods by road in the North must be higher than those contracted for in the South because towns and industrial areas are separated by longer road distances on the average than in the latter.

The second point is that of disloyalty on the part of association members or it might be better to call it disinterestedness. A strong association carrying the full support of the majority of its members is certainly a power to be reckoned with, but that in no way applies to the carrying trades. It is no use blaming individuals or officials. Before any effectual remedy is possible, members as a whole must shake off their apathy and take an interest in association affairs. What is the use of formulating association rules and regulations when they will only be observed in the breach by those who voted in favour of them?

At the present time considerable thought and attention is being given to these matters, and it is understood that various sections of the trade are intending to thrash out the question of standard rates, and other equally important items. Already these have been placed on the agenda for early meetings.

There is one important point which should be mentioned before concluding. It is quite evident that as Associations are constituted it is practically impossible to deal effectively with firms and members who wilfully depart from whatever policy has been previously decided upon, and it would appear beneficial if some means could be found whereby offenders could be adequately penalised.

As a concluding note, it must be remembered that all sections of industry with which the carrying trade is connected are undergoing numerous changes, and the trade would do well to take notice of the fact that the railway companies are making a special study of these changes for the express purpose of adapting their road organisation to meet each and every demand in the future.

## Transport and Electricity Developments.

IN his speech on the debate on the Address in the House of Commons last month, Mr. Morrison, the Minister of Transport, referred to the large volume of schemes for the economic development of transport and electricity supply, representing a total expenditure of over £100,000,000, which had been authorised under the present Government with a view to stimulating employment.

It is understood from the Ministry of Transport that of this total about half represents schemes towards which grants are being made from the Road Fund; towards the remainder grants are being made out of funds provided under the Development (Loan Guarantees and Grants) Act, 1929, on the recommendation of the Development (Public Utility) Advisory Committee, under the Chairmanship of Sir Frederick Lewis, Bart., and the Unemployment Grants Committee under the Chairmanship of Viscount St. Davids, P.C., G.B.E.

The total is composed approximately as follows:—

| | Million £. |
|---|---|
| Improvement or reconstruction of classified roads and bridges (under the Trunk Road, Five Years and Annual Programmes)..... | 50 |
| Improvement of unclassified roads (Unemployment Grants Committee)..... | 6 |
| Docks and Harbours..... | 10 |
| Underground and Metropolitan Railways (over) | 11 |
| Main Line Railway Companies..... | 10 |
| Canals.....(nearly) | 1 |
| Electricity.....(over) | 12 |
| | 100 |

The schemes for improvement or reconstruction of classified roads or bridges which have been approved out of the Road Fund since August, 1929, have reached a figure of £50,000,000 (in addition to the annual expenditure on maintenance of classified roads of some £20,000,000 per annum and on improvement and maintenance of rural and other unclassified roads of some £10,000,000 per annum). Definite approval has been given to £24,000,000 of this £50,000,000 total; for the remainder, plans and details are still being worked out by the highway authorities concerned or are under final discussion with the Ministry. The above figures exclude the special London schemes, such as the Dartford-Purfleet Tunnel and Elephant and Castle improvements.

The amounts shown in all cases represent the total estimated cost of the schemes: the measure of Government assistance given varies according to circumstances.

In addition to these works of road improvement towards which grants are to be made from the Road Fund, some 6 million pounds of expenditure for improvement of unclassified roads has been approved for grant by the Unemployment Grants Committee

That Committee, which deals with works administered by Local Authorities or Trusts not trading for profit, has approved schemes for improvement of docks and harbours, including a comprehensive scheme of modernisation on the Mersey (over £2,000,000), a number of improvement schemes on the Clyde, the Tees, the Wear, and at Aberdeen, as well as a number of smaller schemes. On the advice of the Development Committee, which deals with applications from railway and other statutory companies, the Government has recently approved for grant a further extension of Southampton Docks involving expenditure by the Southern Railway of some £3,000,000; and the Great Western Railway have put in hand a scheme at a cost approaching £2,000,000 for the development of modern handling appliances at the South Wales Docks, while the London and North Eastern Railway have in hand schemes approaching £500,000 for various improvements at Middlesbrough, Hull and Grimsby. The total dock schemes approved on the advice of the two committees are over £10,000,000.

Schemes representing over £11,000,000 are being put in hand by the London Underground and Metropolitan Railways.

The main line railways, apart from the dock schemes already mentioned, have undertaken works involving expenditure of over £10,000,000. These embrace widenings of the Great Western Railway in the Birmingham, Bristol and Didcot and Newton Abbot districts, substantial improvements of lay-out at Paddington, Bristol, Taunton and Cardiff, a large extension of the system of automatic train control, and numerous improvements of goods depots and locomotive sheds. The London, Midland and Scottish are extending their electrification and building new stations on the Dagenham sections of their system. They have also undertaken other works involving the strengthening of bridges, widenings and the provision of further facilities for handling locomotives, as well as an expenditure of over £250,000 on further conversion of coaching stock to electric lighting. The London and North Eastern are undertaking substantial widening of the main line in the York area as well as doublings near Montrose. Their approved programme includes expenditure of over £500,000 for new marshalling yards, as well as a number of improvements or reconstructions of locomotive sheds.

A large programme of reconstruction involving an early expenditure of approaching £1,000,000 has been approved in principle for the Grand Union Canal Company.

Grants have also been approved for schemes of electrical development, involving a total expenditure of over £12,000,000. The greater part of this total relates to works connected with the standardisation of frequency on the North East coast but schemes of smaller amounts are fairly distributed throughout Great Britain.

**Exhibition of Empire Films.**—The London Chamber of Commerce advises us that an opportunity is being given to members of the Chamber on December 23rd next to attend a private exhibition of "Drifters" and "Conquest," two outstanding films produced by the Empire Marketing Board as part of their propaganda on behalf of Empire Trade. Admission will be by ticket only and any member desirous of being present should communicate with the Secretary of the London Chamber of Commerce, Oxford Court, Cannon Street, E.C.4, without delay.

**Royal Commission on Transport. Safety First Dinner.**—Viscount Brentford, President of the National Safety First Association, is to preside at a dinner to be given by that Association to the Members of the Royal Commission on Transport on January 15th, to celebrate the conclusion of its labours. Among the speakers will be Mr. Herbert Morrison, M.P., Minister of Transport. The final report of the Commission, of which Sir Arthur Griffith Boscawen is Chairman, is expected to be published this month.

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# Liverpool Shipping and Forwarding Agents Association.

## Annual Meeting.

SOME important business came up at the annual meeting of the Liverpool Shipping and Forwarding Agents' Association (Inc.), held at the Exchange Station Hotel, Liverpool, on November 19th, last. Mr. G. C. Horton presided.

The meeting was attended by representatives of the following, amongst other, firms:—Messrs. G. W. Wheatley & Co., Ltd.; W. R. Lloyd & Co.; R. and D. Jones, Ltd.; James Hewitt & Co.; Thos. Cook & Son, Ltd.; Bishop's Wharf Carrying Co., Ltd.; J. H. Hughes; Donaldson Bros., Ltd.; Langstaff, Erembert & Co.; J. H. Lewis & Co.; F. Bower & Co.; Escombe, McGrath & Co.; H. and W. Nelson, Ltd.; Browne, Geveke & Co.; Transport and Export Co., Ltd.; G. H. Fletcher & Co.; Stockwell & Co., Ltd.; Benj. Ackerley & Son; C. Shaw Lovell & Sons, Ltd.; Gerhard & Hey, Ltd.; Collins & Co.; R. Steinmann & Co.; Pacific Steam Navigation Co.; R. W. Stewart & Co., Ltd. Apologies for absence were received from the President (Mr. David Jones), Mr. J. Mitchell Jones and Mr. R. Steinmann.

The chairman (Mr. G. C. Horton), in the course of his review of the year's work said:—

"Our association plays an important part in the transport industry of the port of Liverpool and in which we are ably assisted by the steamship companies, Mersey Docks and Harbour Board, Chamber of Commerce, etc. It is gratifying to report that the Dock Board have been able to reduce some of the charges on ships and cargoes. We are pressing for other reductions, but recognise that the high rate of interest the Board have to pay for their Bonds, etc., must be a very severe handicap to reductions in charges. Another handicap the Dock Board suffers is the lack of a representative of the Liverpool, Shipping and Forwarding Agents' Association on their Board.

"As our accounts show, we have a fair reserve and your Council has been considering how best to use it in your interests; it was suggested that it might be the nucleus of a Benevolent Fund. On taking legal advice it was found that certain changes would be necessary in our Articles of incorporation entailing heavy expenditure, so for the present the matter stands in abeyance.

"It was particularly pleasing to him personally, and he was sure to all members of the association, that a most useful member of the Council has been elected Chairman of the Liverpool Chamber of Commerce—Major Eckes.

"As one of the important links in the chain of the universal circulation of the world wealth, as exemplified by commerce, we, as an association must undoubtedly welcome freer trade, even in the solid wealth now 'stored in the vaults,' whilst on the other hand we must cogitate seriously before supporting measures that would restrict the sphere of British trade and commerce.

"Some of you may have noticed in your not too far off journeys the posters reading '. . . . goods for . . . . Docks.' The Liverpool Shipping and Forwarding Agents' Association sounds a somewhat different slogan; 'The World's Goods for Liverpool Docks' and—like the boy in the picture—will not be happy until its object be achieved.

"We are asked occasionally what is the chief aim of our Association and what does it achieve. Briefly it is—improvement in the shipping trade and commerce of the port of Liverpool, seconded by the friendly rivalry of our members, whose prosperity is so very closely allied to the volume of traffic passing through the port. The principal function of the Council is to negotiate with the various authorities such as steamship companies, railway companies, the Mersey Docks and Harbour Board, Foreign Consuls, H.M. Customs, etc., for the elimination of anomalies, excessive charges, restrictions, etc., on traffic passing through the port of Liverpool, in comparison with those prevailing at other ports.

"In conjunction with other Associations, we are collecting details of railway rates, and steamship rates to and from Liverpool, in comparison with those at competitive ports, with the object of having Liverpool placed on terms of equality which—from available evidence—she does not seem to enjoy at present.

"National and local economy is necessary if British traders are to successfully compete in the World's markets. To-day Extravagance, not Economy, seems to be the watchword of our rulers. It is sometimes stated that as the trade depression is almost universal, the heavy charges on British industry cannot be the cause of the depression under which we are suffering—a strange fallacy—which will prevent our being able to counteract the activities of our competitors in the rush for new business as the clouds of depression begin to lift.

"When trade does show any signs of revival, the competition to secure new business will be keener than ever, and the inability of British traders to secure their proper proportion of such new business would be fatal to the nation's foremost position in the world's markets and lead to serious disasters in the country.

"The past year has been one of almost continuous increasing depression and the clouds do not appear to be showing any of the long-looked-for silver lining; yet it may be that this depression, even with its painful effects, is not without its lesson; that it is the preparation for the foundation of a more solid and permanent structure of prosperity and peace based on real values.

"The personal element and touch is still necessary to the success of all business, and in no business is it so assiduously applied as it is by the Liverpool shipping and forwarding agents."

The annual report and statement of accounts were adopted on the motion of the chairman, seconded by Mr. W. R. Lloyd, who congratulated the chairman on the comprehensiveness of his survey of trading conditions. Some might think the report was of a pessimistic character, but he was convinced it would be the view of every firm represented there that day, that nothing had been left undone to follow trade wherever it had gone.

The Secretary, Mr. S. L. Jude who at a later stage of the meeting received a hearty vote of thanks for his services to the association, announced that all members of the Council retired this year and were eligible for re-election. No new nominations had been received. The Council, therefore, was re-elected en bloc.

The chairman mentioned that the question had been raised as to whether it was desirable to have a private and confidential reference list to be kept by the secretary, for the use of members of the association. Whenever a member wished for information as to the standing of a firm he would have the opportunity of using the reference list, which, if adopted by the Council, would be compiled on information supplied by members whose support, of course, would be invited.

There was discussion of this question and it is understood that the Council will draw up a series of proposals.

The Chairman alluded to a highly controversial topic, i.e., competition by Forwarding Agents who hold Freight Agencies at inland points and who are paid a Freight brokerage by S.S. Companies they represent. In some cases this Freight Brokerage or Commission is being used to subsidise their own Forwarding business to the detriment of the members of the Forwarding Agents' Association. What the Association is concerned about is the possibility to rule out this unfair competition. Another form of unfair competition is S.S. Companies acting as Forwarding Agents without proper remuneration—thus making their Freight Department carry an unnecessary burden. The Chairman ventured to suggest that the Forwarding Departments of S.S. Companies should be made to pay in just the same way as the freight departments.

Mr. J. Jude, C.C., was of the opinion that the steamship companies should not countenance their agents using their commissions to compete for forwarding business.

Major Eckes suggested the passing of a resolution pointing out to all the shipping companies of Liverpool the fact that (1) steamship agents were using the commissions paid by the shipping companies to compete for forwarding business, and (2) suggested that where forwarding departments are operated by the companies they should be run independently and made self-supporting.

He emphasised that all they were complaining against was work being done under cost price and that was only possible by the use of commissions paid to steamship agents for another purpose.

Mr. John Walton said unless something was done, forwarding agents might be wiped out altogether. Every forwarding agent introducing traffic should be entitled to commission. Members of the Association canvassed the country which resulted in consignments being brought into Liverpool from all parts. From their point of view, there was no need for steamship agencies canvassing for traffic in the country. Taking all things into consideration, he thought it might be desirable to revive consideration of the subject of the desirability of licensing forwarding agents. Competition between steamship agents and forwarding agents would be settled were licensing the rule of the port. No business in this country, excepting shipping and forwarding was working on pre-war rates, and in many instances the remuneration of agents was below that of 1914.

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He suggested the adoption of the following resolution:—"That this meeting recognising the unequal competition that is arising through certain forwarding agents holding divers steamship agencies, requests the Council to consider a scheme of licensing similar to that operating for the ship brokers."

Eventually it was decided that subject to the approval of the president, a letter be sent to the Liverpool steamship companies on the subject of steamship agents' commissions and their abuse.

Mr. John Walton then formally moved the resolution mentioned above. This was seconded and carried.

Replying to a vote of thanks to the President, chairman and officials of the Association, Mr. G. C. Horton spoke of the deep and genuine interest of Mr. David Jones on the welfare of the Association. He was not only president, but he was a private member, and had, at all times, showed a ready willingness to use all his personal influence to advance the interests of shipping and forwarding agents.

The chairman also referred, with feelings of deep regret, to the loss of so many of their colleagues in the service of the shipping companies. Through the reduction of staffs, many long ties had been severed.

# News from the Ports.

**New Luxury Tender for Ocean Passenger Traffic.**—In view of the continuous growth in the number of ocean liners calling at Plymouth and the number of passengers landing and embarking, the Great Western Railway have placed an order with Messrs. Earle's Shipbuilding Company, Ltd., Hull, for the construction of a new twin-screw passenger tender. The new boat will have a length of 170 ft., breadth of 42 ft. 6 in. and a moulded depth of 15 ft. 9 in. It will be equipped with two sets of triple expansion surface condensing engines, supplied with steam from two single-ended marine type multitubular boilers, with a working pressure of 185 lbs. per square inch. These boilers will be heated by oil burning apparatus, which is a distinct innovation so far as the Plymouth tender service is concerned. The vessel will have a comfortable lounge and smoke-room, tastefully panelled in light oak, and a dining room with seating accommodation for 64 passengers. Arrangements will be made for the boat to be steam-heated throughout, a facility which will be greatly appreciated by overseas travellers landing during the winter months.

**New Canal Tug.**—The Minister of Transport has accepted a tender submitted by Messrs. Henry Robb, Ltd., of Leith, for the construction of a steam tug for the Caledonian Canal. The vessel will be constructed with a view to its use on the Canal as a tug and also an ice-breaker.

**The New United States Liners.** — The keel for the largest American passenger vessel ever to be built in the United States was laid in Camden on December 4th. This is the first liner to be constructed for the United States Lines' North-Atlantic passenger trade in the contemplated extensive construction programme which, when completed, will establish a well rounded out fleet of modern, luxurious and speedy ships. The contract for two ships was signed by Paul W. Chapman, President of the United States Lines, last May, and the preliminary design work was immediately started at the plant. The keel for the second vessel will be laid in about three months on the adjoining ways and both ships will be delivered in 1932—the first one in July and the second in November of that year. These ships will rank among the largest vessels now operating on the Atlantic and will be slightly over 30,000 gross tons.

**£1,000,000 Canal Scheme.**—A Bill seeking powers to enable the Grand Union Canal Company to proceed with their £1,000,000 development scheme was deposited at the House of Commons on November 27th. The first part of the proposed scheme involves the re-building of locks, at a cost of £383,000 and the reconstruction of bridges, passing places, pumping stations and other works at a cost of a further £123,000. This part, it is expected, will be completed within three years if the Bill is approved, but six years will be necessary for the dredging, concrete walling and other works to be carried out at the cost of another £375,000. Further improvements are to be made by the Grand Union Canal Company, to bring the whole of their undertaking to a state of the highest efficiency, and these will involve still additional expenditure of at least £150,000. The immediate aim is to enable barges in pairs, one motor propelled and the other towed and between them carrying 137 tons, to pass anywhere along the canal from Regent's Canal Dock, Limehouse, to Birmingham. Each pair will be able to navigate the Thames and load cargo there or from the various docks, thus avoiding the present necessity for transhipping cargo from barges to narrow boats. The Grand Union Canal Company's scheme has already been approved in principle by the Government's Development Advisory Committee.

**Lamport & Holt, Ltd.**—Mr. Walter Runciman recently made the following statement concerning the Royal Mail Group affairs. The statement published that Lamport and Holt, Limited, "may have to go" is incorrect. Lamport & Holt, Ltd., are in the hands of a Receiver and Manager appointed in August and the Company's services are being conducted regularly and punctually under his management. Since August, Lamport & Holt, Ltd., and its operating subsidiary, the Liverpool, Brazil and River Plate Steam Navigation Company, Ltd., are being run more effectively, and very substantial economies have been put into force by the Receiver and Manager.

**South Shields Quayside Scheme.**—An ambitious project is afoot for a new quayside at South Shields. The idea is to remove derelict property on the river front and replace it with a modern quayside which would accommodate the largest ships.

**Jarrow and Tyne Docks.**—Speaking at the annual meeting of the Tyne Commissioners, the Chairman, Mr. H. P. Everett, said that plans had been prepared for new quays at Jarrow, and the Government was not only ready with financial support but was urging them to commence operations. They had, he added, been negotiating with the L.N.E.R. for the transference of Tyne Dock to that Board, and figures were still under scrutiny.

**More Ships Come to Newcastle.**—The total number of vessels which used Newcastle quay for discharging or loading cargo in the last financial year was 1,538, with an aggregate net registered tonnage of 1,010,856 tons, an increase of 98 vessels and 40,438 tons as compared with the previous year. The total imports and exports dealt with at the quay, 522,131 tons, showed an increase of 2,765 on the tonnage of 1928-29.

**An Interesting Shipment.**—A very interesting shipment has been made from Hull. A steamer to carry 950 tons of cargo and 86 passengers was built by Earle's Shipbuilding and Engineering Company for the Peruvian Corporation, Ltd., for service on Lake Tilicaca, South America. As Lake Tilicaca is 12,500 feet above sea level, at the top of the mighty Andes, and 250 miles from the sea coast, with no connecting river or canal, the steamer, after completion, had to be taken to pieces, packed up in cases and bundles, and shipped on the motor vessel, "La Paz," for Mollendo, Peru. At Mollendo the parts will be loaded on trains for the Lake, where they will be reassembled by Peruvian workmen under the superintendence of Mr. W. R. Smale, who is going out from Hull for that purpose. The steamer, which is named "Ollanta," is 265 feet long with a beam of 35 ft. 6 in. and a moulded depth of 14 ft. She is fitted with twin engines and four oil-fired boilers and will have a speed of 14½ knots an hour. In 1906 Messrs. Earles built a somewhat smaller vessel, "Inca," for the same service, which is still running. Two years ago they sent out a new bottom for her.

**S.S. "Georgic."**—The White Star Line announce that their second motor vessel, now in course of construction at Messrs. Harland & Wolff's Queen's Island (Belfast) yard, is to be christened "Georgic." The "Georgic" is a sister ship to the "Britannic," the White Star Line's first and very successful experiment in motor shipping. When completed the "Georgic" will have a tonnage of about 27,000 and will accommodate 1,500 passengers in three classes—Cabin, Tourist Third Cabin and Third Class. She will be engaged on the Liverpool-New York service, alongside her sister the "Britannic."

**Liverpool Shipping and Forwarding Agents' Association.**—The Council of the Liverpool Shipping and Forwarding Agents' Association has welcomed into membership, the firm of Messrs. Benjamin Ackerley and Son, forwarding agents, of Dock Board Offices, Liverpool. This firm was a member of the Association for many years and Mr. Purton Ackerley was one of the founders of the Association, being its first chairman in the period 1908/10. Consideration has been given to a communication on minimum freights received from the London Shipping and Forwarding Agents' Conference. As the Liverpool

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Chamber of Commerce now has this subject under consideration, the Council decided to remit the matter to them. The difference between the definition of f.o.b. Liverpool and f.o.b. London formed the subject of a communication which has been under the consideration of the Council of the Association. The topic is not a new one and some years ago an acknowledged expert in commercial shipping law drew up the f.o.b. Liverpool clause which is now recognised by all members of the Association and the port authorities. That the London clause should be different is no reason for interfering with the Liverpool definition, which has stood the test of time remarkably well.

**Liverpool Shipping and Forwarding Agents' Association Annual Dinner.**—We are informed that the Annual Dinner of the Liverpool Shipping and Forwarding Agents' Association will take place at the Midland Hotel, Liverpool, on Saturday, 17th January, 1931. Acceptances have already been received from the Lord Mayor of Liverpool and Mr. G. M. Gillett, M.P., Parliamentary Secretary of the Department of Overseas Trade. In order to make the dinner a more popular event, the Council has taken its courage in both hands by deciding to reduce the price of tickets from 15s. to 12s. 6d. (exclusive of wines).

**Mersey Master Porterage.**—Mersey Docks and Harbour Board has adopted a reduced master porters' rate in respect of empty palm oil or similar sized casks.

**Manchester Ship Canal Traffic.**—Traffic receipts of the Manchester Ship Canal Company for the month of October were £93,198, or £17,674 less than in the corresponding month of last year. The total for the ten months of this year is £1,076,089 and the decline in the period from 1929 figures is brought up to £114,591. The gross receipts to October 31st have been affected by reductions in the company's tolls arising out of the Derating Act. Against the reductions in receipts, the company have savings in local rates and from decreases in other expenditure to October 31st, which amount approximately to £40,000. The saving of £40,000 in rates, etc., is thus an offset to the ten months decrease of £114,591.

**Consular Changes.**—Senhor Luiz Ferreira de Faro, jun., has been appointed Consul General of Brazil in Liverpool. He will succeed Senhor Luiz Villares Fragoso, who left Liverpool recently on his appointment to the Consular office at Oporto. Nicolas Khalil Bey has taken over duties as Egyptian Consul in Manchester in succession to Mr. A. A. Ghaleb who was transferred to Rome a short time ago.

**Importation of Canadian Cattle into the Cardiff Docks.**—The first consignment of Canadian cattle to be landed at the Cardiff Docks for some years arrived last month. The s.s. "Salacia" with 150 head of cattle from Calgary, Canada, berthed at the Great Western Railway Company's up-to-date cattle lairs at Roath Dock, Cardiff. The importation of Canadian cattle into the United Kingdom ceased some few years ago, as a consequence of the serious floods on the Mississippi, in the North American Continent. Cardiff is one of the comparatively few ports in Great Britain at which live cattle may be imported, being licensed for this purpose by the Minister of Agriculture and Fisheries. Every facility is provided for this important branch of the import trade and advantages are offered at Cardiff which are comparable with any of the cattle-importing ports.

**The Rt. Hon. Walter Runciman, LL.D., M.P.**—It is officially announced that the Rt. Hon. Walter Runciman, LL.D., M.P., has been appointed Deputy Chairman of the following companies:—White Star Line, Ltd., The Oceanic Steam Navigation Company, Ltd., Pacific Steam Navigation Company, Mac Andrews & Company, Ltd., The Union-Castle Mail Steamship Company, Ltd., The Nelson Steam Navigation Company, Ltd., H. & W. Nelson, Ltd., Elder Dempster & Company, Ltd., The African Steam Ship Company, Elder Line, Ltd., The Imperial Direct Line, Ltd., The British & African Steam Navigation Company, Ltd., Glen Line, Ltd.

**Port of London Authority Arts and Crafts Exhibition.**—Mr. D. J. Owen, General Manager of the Port of London Authority, speaking on the occasion of the opening by Sir William Goscombe John, R.A., of the P.L.A. Arts and Crafts Exhibition, said that all grades of the Authority's staff—nay, indeed, of the Authority's Board—were represented in the Exhibition from the Chairman down to the boy messengers, not forgetting an old pensioner of the Authority who was 91 years of age. They knew that hard work seemed to him (Mr. Owen) to be the one quality which above all else in the world accounted for the progress and efficiency and the advancement of civilisation, and if there was one thing that had distinguished the Port of London Authority more than anything else and enabled it to keep its high position, it was the grim determination to have very little talk and a lot of work, and he thought that this country in the present difficult times through which we are passing might take to heart that lesson of the Port Authority and instead of talking about justification by faith, faith in tariff reform, duties on imported articles and so on might devote some time to the gospel of salvation by work.

**London's Million Tons Shipping Increase in 12 Months.**—Almost exactly 1,000,000 tons additional shipping used the Port of London during the 12 months to October this year, compared with the 12 months to October, 1929. The respective figures are:—for 1930, 58,333,377 n.r.t. For 1929, 57,332,956 n.r.t.

**Southampton Docks.**—The overhaul season for the big liners engaged upon the North Atlantic services is, as usual, providing the local ship-repairing firms with a large volume of contract work, and from the time that the "Berengaria" terminated her last voyage this year on November 4th until the "Majestic" re-enters service on March 18th, each of the "big six" domiciled at Southampton will spend a period of several weeks undergoing overhaul at the port. The shortest stay in port will be made by the Cunarder, "Mauretania," which lies up on January 10th for a period of 25 days, whilst the "Berengaria" is scheduled to spend 113 days off service this winter to enable extensive re-conditioning to be effected. The Southern Railway Company have decided, following upon the promise of financial assistance under the Government's Development (Loans, Guarantees and Grants) Act, 1929, to proceed immediately with the second portion of the gigantic Dock Extension Scheme at Southampton. The first section, which is now in an advanced stage towards completion, will provide 3,500 feet of quays capable of berthing the largest liners afloat, and is being constructed at an estimated cost of £3,000,000. Similarly, the second portion involves an expenditure of approximately £3,000,000, will take five years to complete, and provide an additional 3,500 feet of quayage with a depth of water alongside of 40 feet L.W.O.S.T. Reclamation of 200 acres of mudland forms a prominent feature of this part of the scheme and the installation of all requisite modern quayside equipment, etc., besides railway connections, is provided for in addition to the erection of four passenger and cargo sheds. December witnesses the inauguration of the Union-Castle Line's intermediate steamers regular service with Southampton, and this month three ships will be dealt with from South Africa each landing passengers here and discharging a substantial amount of freight during a stay in port of two or three days

**Clyde Navigation Trust.**—At the election to the Clyde Navigation Trust of six representatives of the Harbour ratepayers of Glasgow, which took place last month, all the retiring members, including Mr. William E. M'Caig, who was recently appointed to the Trust in room of the late Mr. James S. Craig, were nominated for re-election. The nominations were as follows:—Mr. George William Service, shipowner, 175 West George Street, Glasgow; Mr. William Francis Robertson, shipowner, 45 West Nile Street, Glasgow; Mr. John Crawford, coal exporter and shipbroker, Glasgow; Mr. Henry Melvill Napier, shipbuilder, Milton House, Bowling; Mr. Allan Alexander Dick, drysalter and oil merchant, Glasgow, and Mr. William Edward M'Caig, fruit broker, 30, Wilson Street, Glasgow. As the number of nominations did not exceed the number of vacancies there was no contest and the above named members were declared duly elected.

**Appointment of Chairman of the Clyde Trust.**—At a special meeting of the Clyde Navigation Trust last month Mr. William F. Robertson, the Deputy Chairman, was appointed as Chairman in succession to the late Mr. James S. Craig. In shipping circles Mr. Robertson is well known and is the head of the 73 year old Glasgow firm of coasting shipowners—the Gem Line. He entered the Trust in 1918. Besides being a member of the Clyde Trust he is a member of the Glasgow Committee of Lloyds Register of Shipping, and a Past-President of the Clyde Steamship Owners' Association. At the same meeting Mr. William Cuthbert was elected as Deputy Chairman. He entered the Trust as one of the Harbour Ratepayers' representatives in July, 1919, and had been convenor of the Harbour Committee since November, 1927.

**Large Floating Dock for Stockholm ?**—A committee has been appointed to inquire into the question of acquiring a floating dock for Stockholm able to take big ships.

**Improved Communication with Palestine.**—A message from Trieste says that the sailings of the vessels of the Lloyd Triestino Line to Palestine, which have hitherto been fortnightly, will, from December 31st, become weekly. Calls will be made at Brindisi, Larnaca (Cyprus), Jaffa, Haifa and Beyrout.

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# Railway Notes and News.

**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 47 weeks of 1930 compared with the same period in 1929, and are as under:—

| | 1930 £ | 1929 £ |
|---|---|---|
| Passengers, Parcels, etc. ... | 67,730,000 | 70,589,000 |
| Merchandise, etc. ... ... | 56,451,000 | 60,862,000 |
| Coal, Coke, etc. ... ... | 30,660,000 | 32,753,000 |
| | 154,841,000 | 164,204,000 |

**Automatic Train Control.**—It is understood that the automatic train control system singled out and recommended for trial and investigation by the Ministry of Transport Automatic Train Control Committee, whose report is now published, is now undergoing a series of tests by the Southern Railway Company. This new control system, which is said to be remarkable for its simplicity, operates on purely magnetic principles, thus eliminating all necessity for a ramp or other form of mechanical contact device between the locomotive and the permanent way. No electric batteries are required on the locomotive itself, and the system is designed to fit in with the existing compressed air or vacuum braking arrangements. When a locomotive equipped with this device passes a distant signal that is in the clear position a short audible blast is given on a hooter in the driver's cab; when a signal in the stop position is approached the audible blast is continuous, and the brake is automatically applied. The system is also associated with the home or starting signals, and is designed effectually to stop a train overrunning a danger signal.

**London & North Eastern Railway Magazine. December Issue.**—There is a good selection of articles of general interest in this issue of the L. & N.E. Railway Magazine. Chief of these is one contributed by Mr. C. H. Newton, Chief Accountant, under the title "A Railway Company's Annual Accounts." It forms a valuable guide to the financial side of railway affairs, a subject so very much under notice at the present time.

**Facts About British Railways.**—This is the title of an interesting booklet issued by The British Railways Press Bureau, 35, Parliament Street, London, S.W.1, on behalf of the Great Western; London and North Eastern; London, Midland and Scottish; Metropolitan; and Southern Railway Companies. In the foreword it is pointed out that in little more than a hundred years railways have grown to be by far the largest and most important transport agency in the world. Modern industry depends on the rapid movement over long distances of an immense weight of commodities, and it is fostered and developed through the services which railways are able to render. The railway industry is the largest private undertaking in the country. The capital invested totals nearly £1,100,000,000 and its normal income is over £200,000,000. There is only one concern in the country larger than the railways and that is the State itself. Cheap and efficient transport are essential to a highly industrialised community, such as that of Great Britain. The railways are facing the problem of rail and road co-ordination in a practical manner. Their purpose is to develop highway services, both passenger and freight, as an integral part of their transport system, and whereas on the passenger side they are relying mainly upon co-operation and agreement with independent omnibus companies, on the freight side they have instituted their own road services in connection with those of the railway. Many hitherto unpublished facts about British Railways are set out in the booklet, the subjects dealt with including Capital and Revenue; Equipment; Maintenance and Renewal; Passengers; Freight; Purchases; Docks and Steamships; Hotels and Catering; Transport and Food Costs; Rail and Road; Publicity; Employment; Welfare and Education.

**Great Western Railway Magazine. December Issue.**—Well illustrated and containing many items of interest, the December issue of the G.W.R. magazine amply repays perusal. An example of the Railway Companies endeavour to exploit every avenue of economy, is the introduction and extension of the use of the Arc Electric Welding plant for renewing rail crossing points which have become worn and which are subject to heavy wear and tear. By means of the new plant, described in this issue, the worn rail is rebuilt to its original size, new metal of the same type as of the original rail being added to the worn crossing by passing an electric current through an electrode or metal rod held almost in contact with the crossing. The necessity of replacing a worn crossing by a new one is thus avoided and an additional advantage of this system is that work can be proceeded with without interference to traffic. An ordinary crossing can be repaired in a single day with the result that economies are effected in permanent way maintenance and the life of the crossing considerably extended. The plant which is easy to handle can be conveyed on an ordinary plate layers' trolley to the site. It has been considerably experimented with in the Bristol Division of the Company's system.

**Road Transport Companies in Association with the Southern Railway.**—This is the title of an article in the November issue of the Southern Railway Magazine and is No. 7 of a series. The activities of the Hants. and Dorset Motor Services, Ltd., are described and there are some excellent illustrations. The next article in the series will deal with the Maidstone and District Motor Services, Ltd. Another article, "Southern Railway Bridges over the Thames—a photographic survey," is of outstanding merit.

**Excursion Sleepers for Christmas.**—The L.M.S. and the L.N.E. Railways announce that for the first time in travel history third class sleeping cars will be attached to the special Christmas and New Year excursion expresses between London and Scotland. Third class passengers, on payment of a supplement of 7/- in addition to the cheap excursion fare, will be able to enjoy the comfort of sleeper third accommodation precisely similar to that provided on the "Night Scot," "Aberdonian" and other well-known Scottish night trains. This new facility is also to be available from Scotland to London and amongst the towns to be served by these sleeping car excursions are Edinburgh, Glasgow, Dundee, Perth, Aberdeen and Inverness. Scottish excursion trains leave Euston, St. Pancras and King's Cross on December 23rd, 24th, 30th and 31st.

**Enterprise in Steam Cars.**—A new articulated steam rail car came into service on the L.N.E.R.'s line between Monkseaton and Blyth on December 3rd. This is the first twin car on 12 wheels to be introduced on any railway in the world and it has two engines of the 6-cylinder single acting type, giving a steam pressure of 300 lb. per square inch, and has reached a speed of 64 miles per hour.

**New Railway Line in Bulgaria.**—Reuter's Trade Service learns from Sofia that the new railway line between Tverditza and Sliven is completely finished and will be officially opened before long.

**£31,000,000 Lost on Australian Railways.**—The report of the Commonwealth Railway Commissioner shows an aggregate loss for the past five years on the Commonwealth State Railways of £31,488.000. For the year ended June 30th the revenue was £45,853,000, working expenses £38,321,000 and interest £16,024,000. The Commissioner advocates the elimination of the present divided control of the railways.

**New Giant Locomotive. Hauls 1,000 Tons Train at 80 Miles an Hour.**—A new locomotive capable of hauling an all-steel train weighing 1,000 tons at a speed of 80 miles an hour has just been placed in service by the Canadian National Railways. It is the fastest locomotive in the Dominion and is the first of five to be used for hauling "The International Limited." The new engine measures 92 feet from the tip of the "cowcatcher" to the end of the tender. Its tender carries 20 tons of coal and 14,000 imperial gallons of water. The driving wheels are 80 inches in diameter. Developing a tractive effort of 43,300 pounds and an additional 10,000 pounds with a "booster," it is capable of attaining a speed of 80 miles an hour when required on the daily run of "The International Limited" between Montreal and Chicago. To attain simplicity of line similar to that found in British engines, practically all piping has been concealed and the sand dome, hitherto carried on the top of the boiler, has been eliminated in favour of a sand chamber inside the smoke box.

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# Air Transport Notes.

**Royal Aeronautical Society Council Dinner.** — On November 18th a dinner was given to Colonel the Master of Sempill, A.F.C., F.R.Ae.S., Past-President of the Royal Aeronautical Society, by those members of Council who had served under him during his period of office from 1926-30. The dinner was held at the Army and Navy Club and was presided over by Mr. C. R. Fairey, M.B.E., F.R.Ae.S., President of the Society. As is well known, during the years that Colonel the Master of Sempill has been President, the growth of the Society has been most remarkable and the Council unanimously decided to pay him the honour of a special dinner on his retirement and at the same time to give him a permanent souvenir of their appreciation of his untiring energy and devoted services on behalf of the Society. Colonel the Master of Sempill was presented with a case of cutlery suitably inscribed and engraved. During the evening many messages were read expressing regret at the retirement of the Master of Sempill. They included messages from the two Patrons of the Society, H.R.H. The Prince of Wales and H.R.H. The Duke of York and also from members of the Society, including Sir Joseph Petavel, Mr. Orville Wright, Lord Wakefield, Major Lester Gardner, Mr. Edward Warner and many others.

**Armstrong Siddeley Air-Cooled Radial Engines.**—The present range of Armstrong Siddeley air-cooled aero engines embodies the accumulated experience of fourteen years steady development of the radial type. The range, which includes the choice of plain, geared, supercharged or geared and supercharged types on certain models ensures that there is an Armstrong Siddeley engine to suit any particular set of conditions. Both the Armstrong Siddeley supercharger and the Armstrong Siddeley reduction gear are thoroughly proved and tested productions and, like the engines, have been standardised for many years in the British Royal Air Force. The engines themselves are used in over twenty different countries of the world and are operating with equal success under extremes of climatic condition on varying types of fuel.

**Steel Aircraft.**—The policy of Sir W. G. Armstrong Whitworth Aircraft, Ltd., is to use all the resources of engineering, metallurgy and applied science to produce aircraft of the highest quality. The firm's constant aim is to obtain the highest performance consistent with safety and durability. It is twelve years since the firm began to make steel aeroplanes and until quite recently they were the only concern in the world to produce steel aeroplanes in series. These aeroplanes are made in a large and magnificently laid out factory equipped with an aero dynamic laboratory and wind tunnel, a well laid out laboratory for experimenting with materials and their treatment and much special plant for dealing with the manipulation of the steel strip. The British Royal Air Force has standardised two types of steel aircraft, the Siskin single-seater and the Atlas two-seater. The firm have made large numbers of the Siskin, and two other British constructors are now making these machines under licence in still larger quantities. The Atlas is in production only at Armstrong-Whitworth's own works at Whitley, near Coventry, England. Messrs. Armstrong Siddeley Motors, Ltd., have developed an engine known as the Jaguar Major. In general design it is similar to the Jaguar, but it develops more horse power. The Jaguar Major is interchangeable with the standard Jaguar, and may be fitted to any aircraft when extremely high performances are required.

**Development of Air Transport in the Irish Free State.**—Mr. O. Grattan Esmonde, T.D., who organised and founded the Irish Aero Club, visited Cork last month. Mr. Esmonde said that it was fairly obvious to the citizens of Cork that in a short time Cork was going to play a very important part in the development of civil aviation, not only in Ireland, but in the Atlantic as well.

**Imperial Airways.**—In a foreword to the programme of winter services issued recently it is pointed out that Imperial Airways is the British National Air Transport Company. It was formed in 1924 by the amalgamation of the four original British pioneer air transport companies. Since that time it has completed nearly 6,500,000 miles flying, carried over 159,000 passengers, and 5,500 tons of cargo. No other British air company operates services between London and the Continent, or uses three and four engined aircraft on the London-Paris route. The air liners used by Imperial Airways are entirely British, and are regularly subjected to the tests imposed by the British Air Ministry. The pilots are picked men. The British mid-day service between London and Paris and *vice versa* has been in regular daily operation for ten years without a single accident. The aircraft used on this service are larger and more luxurious than those on any other air service in the world. The "Silver Wing" de Luxe service will, this winter, be operated chiefly by aircraft of the famous "Argosy" class, built by Messrs. Armstrong-Whitworth, Ltd. Seating accommodation is provided for 19 passengers, in addition to a steward and buffet. Each of these aeroplanes is powered by three Jaguar motors, developing more than 1,200 total horse-power. The time-table gives full details of the following services:—London and Paris, London and Brussels, London and Cologne, London and Amsterdam, London and Hanover, London and Berlin. A separate time-table is issued for the England-Egypt-India services. Imperial Airways' London offices are at Airways House, Charles Street, S.W.1. Telephone: Regent 7861. Telegrams: "Impairlim."

**Model Airship for Museum.**—A model of the airship R 100 is to be added to the aircraft section of the Liverpool Museums. The cost will be about £30, towards which the Board of Education has promised a grant.

**Royal Air Force Display, 1931.**—The Committee of the Royal Air Force Display notifies us that the Twelfth Annual Display of Flying by the Royal Air Force will be held on Saturday, 27th June, 1931, at the R.A.F. Station, Hendon, N.W.9. Gates open at 10 a.m. Flying commences at noon and the programme is completed about 5.30 p.m. New types of aircraft will be exhibited in a speal park set apart for the purpose inside the 10/- enclosure. Prices of admission will be as in 1930. Tickets of admission for spectators to the 2/- enclosures are sold only on the day of the Display. Additional charges will be made for seats on Stands as heretofore. The number of Boxes is very limited and early application should be made to the Secretary for reservation to avoid disappointment. There will again be no internal car parking in the 2/- enclosures. The offices of the R.A.F. Display Committee are at Royal Air Force Station, Hendon, The Hyde, N.W.9.

**New Landing Grounds for Civil Flying.**—During the past year National Flying Services, Ltd., have located 107 landing grounds which it is hoped will be made available in the near future for use by private aircraft and the N.F.S. air taxis. Sir Alan Cobham said on November 27th that these grounds help to fill in the gaps between recognised aerodromes and will greatly increase the convenience and safety of flying. They have been approved by the Air Ministry and, if required, may be licensed for regular use as flying develops.

**The Royal Aeronautical Society.**—The Akroyd Stuart Memorial Prize Lecture on "The Origin and Development of Heavy Oil Aero Engines" was delivered by Mr. D. R. Pye, M.A., F.R.Ae.S., Deputy Director of Scientific Research at the Air Ministry, on December 11th. This is the first award of the important Akroyd Stuart Prize. The offices of the Society are at 7 Albemarle Street, Piccadilly, London, W.1.

**Manufacture of Aeroplanes in Sweden.**—A Stockholm message says that with reference to the planned manufacture of aeroplanes by Svenska Jaernvaegsverkstaederna at Linkorping, it is announced that it is proposed to establish the manufacture of aeroplanes on a large scale. The works will only manufacture planes of the most modern type, with a steel construction covered with cloth, wood as a material for the body of the planes being abandoned as far as possible. High-grade Swedish steel will furnish an excellent material. The manufacture of several types is planned, both civil and military, and licences will possibly be acquired for the manufacture of certain foreign types. The works will produce not only for the home market, which is not able to absorb very much, but also for export, chiefly to small countries. Hitherto, only two Swedish works have been engaged in the production of aeroplanes.

**Air Service to Afghanistan.**—According to news from Afghanistan, reported by Reuter's correspondent at Teheran, the Junkers Company has reached an agreement with the Afghanistan Government for the establishment of an air service between Meshed in Persia and Herat, Kandahar and Kabul. The service will commence next spring.

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# Law Cases.

## RIVALRY OF BUS COMPANIES ON IRISH FREE STATE ROADS.

IN the District Court, at Dunshaughlin, before District Justice Reddin, Peter Kinsella, of Ivan Street, Dublin, and Christopher Duignan, of Headfort, Kells, County Meath, were summoned for reckless driving of motor buses, and for failing to stop after an accident at Rathhill, near Dunshaughlin.

Having heard the evidence, District Justice Reddin dismissed the cases for failure to stop, as both parties did report the collision. As to the more serious charge, he could deduce from the evidence that a very serious state of affairs existed, caused by the rivalry of bus companies on the road. He did not believe that this attitude of bus drivers of "besting" each other came from personal inspiration. He believed their employers were at the back of that attitude, and he was of opinion that that attitude came well within the criminal code. He had very little interest in the fate of either of the companies named, or which of them survived the other, but he had an interest and duty to perform to the public who used those vehicles, and he had come to the conclusion that both the companies referred to allowed their employees, if not directly, to act in a criminal manner. He was satisfied that there was no criminal negligence committed by one of the defendants. He dismissed the charge against Kinsella, and he convicted in the case against Duignan and fined him 40s., and he ordered the suspension of his licence for seven days. He ordered him also to pay 35s. witnesses' expenses.

## HIRE PURCHASE.

THE responsibilities of hire purchase were emphasised in the Brampton (Cumberland) Police Court, recently. A haulage contractor, of Farlam, Cumberland, bought a motor lorry for £284. All but £91 had been paid when he resold the lorry. He was summoned for larceny as bailee, but the solicitor for the Finance Company interested withdrew the prosecution.

Under these hire purchase agreements, the Solicitor said the article does not become the property of the purchaser until the last instalment is paid, and this fact cannot be too well-known.

Mr. Russell, solicitor for the defence, said that defendant acted quite innocently, and without any intention to defraud.

The magistrates agreed to the withdrawal of the summons.

## WEIGHING OF 8-WHEELERS; COURT COMPLAINT.

THE methods adopted by the police in weighing an eight-wheeled vehicle were questioned at Warrington. Thomas Herbert Wolstenholme of 91, Briardale Road, Mossley Hill, Liverpool, was summoned for driving a heavy motor car with excessive axle weight in Warrington. The vehicle was too large to go on the Corporation weighing machine and was weighed in two portions, front and back axles. The load was found to exceed the registered weight by 3 tons 4 cwt.

Mr. Joseph Latin, solicitor, Liverpool, for the defence, said this method of weighing a vehicle could not be correct. The vehicle was carrying segments for the Mersey Tunnel and the load was invoiced at 14 tons.

A fine of £3 and 5s. costs was imposed.

## A QUESTION OF WEIGHT.

ONE interesting point raised in the prosecution of a motor lorry driver who was fined £5 at Warrington recently, was that he refused to have his lorry weighed when requested to do so by the police, who desired to ascertain the weight of the axles.

According to the evidence of the police, defendant's lorry appeared to be overloaded and he was asked to drive to a weighing machine, He refused to do so on the grounds that it might break the machine. When pressed further, defendant asked the police officer to give him a guarantee that he would accept responsibility for any damage done if he passed his vehicle over the weighbridge. This, of course, the officer declined to do.

Before the fine was imposed, the chief constable said defendant's conversation with the police officers demonstrated that he knew very well he was carrying an excess load. From the fact that he asked for a certificate that he would not be held responsible for any damage done to the weighing machine, it was reasonable to infer that the lorry was of such weight that the weighing machine would have been damaged, if he had placed it on the scale.

## ABUSE OF WATER SERVICE BOXES.

As is well-known, water service boxes fitted with lock mechanisms which can only be operated by a key and a specially designed token, are in service in Liverpool and district, this type of supply hydrant having been approved by the British Waterworks Association after consultation with the motor users' organisations. Certain abuses of the device may lead to the discontinuation of the system.

This was stated at the Liverpool stipendiary's court when two men employed on a steam wagon belonging to a local firm of motor haulage contractors were summoned for jointly stealing water valued at sevenpence from a service box at Hunt's Cross. Mr. J. Alun Davies for the Liverpool Corporation said that unless a stop could be put to the irregularities that had been taking place, the various water authorities might have to discontinue the use of the service boxes. Tokens were sold by the authorities and the Commercial Motor Users' Association, which could be used to get the water in conjunction with a key which itself amounted to a licence for the vehicle carrying it. Recently, however, instead of the tokens, wooden chips, pieces of tin, wire, bits of spring and lead tokens had been found in the containers after water had been obtained.

A model of the service box and lock mechanism was demonstrated in court.

It was stated that defendants employers had stopped using tokens on account of complaints about men trafficking in them.

Defendants were each fined 10s. but the Stipendiary uttered a warning that if such offences recurred, the offenders would be dealt with more severely.

## SELLING TOBACCO OUT OF A DELIVERY VEHICLE.

IN the District Court at Ballycastle, County Mayo, Patrick Jordan, egg merchant, was prosecuted for selling tobacco and cigarettes on the highway from out of a vehicle, used as a travelling shop.

It was stated in Court that the tobacco could be supplied only from the vehicle if the commodity had been previously ordered. A person licensed to sell tobacco was then entitled to convey the ordered tobacco in his travelling shop, to the person who had ordered it.

Mr. Thornton, State Solicitor, said that the maximum penalty for such offence was £500.

District Justice Guy, said that as it was the first case of the kind, and the defendant did not know that he was committing an offence, he would apply the Probation Act in the case, and ordered the defendant to pay the costs of the prosecution.

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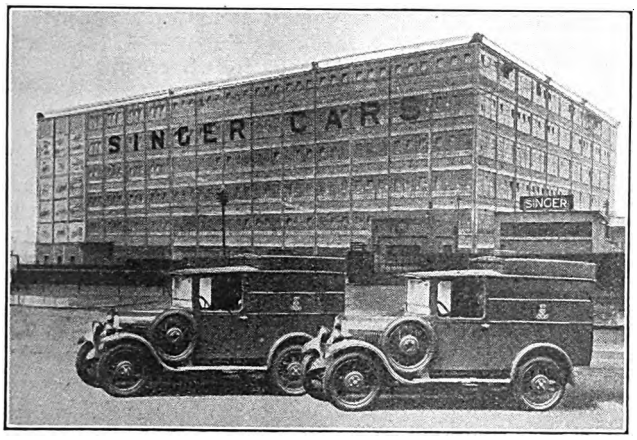
# News from all Parts.

**Change of Address.**—We are informed by The National Traction Engine Owners' and Users' Association (Incorporated), that they have removed to new offices at 17, Victoria Street, London, S.W.1, and in future all communications should be sent to this address.

**British Cars for the Danish Post Office.**—Our illustration shows two of the Singer Junior 5-cwt. delivery vans

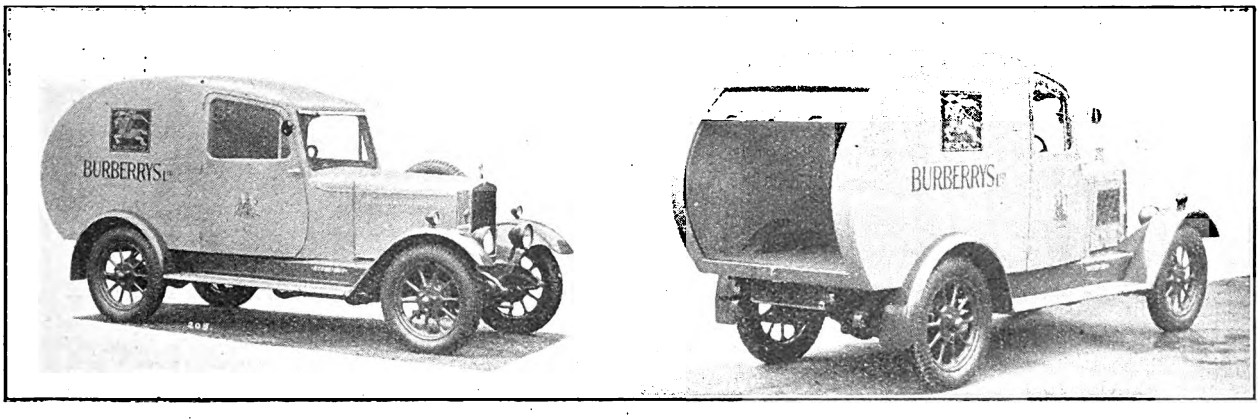



TWO OF THE SINGER JUNIOR 5-CWT. DELIVERY VANS FOR COPENHAGEN POSTAL AUTHORITIES.

which have been supplied by the Singer Motor Co., Ltd., of Coventry, to the order of the Copenhagen Postal Authorities.

**Varsity Express Motors, Ltd.**—In the November issue we referred in an article dealing with bus services at Cambridge to those carried out by this company. We are asked to state that, although the company was formed in 1929, the services referred to commenced in the middle of 1927 and were operated by two of the Directors of the present company who were then in partnership.

**An Interesting Trade Delivery Van.**—We are indebted to Messrs. Stewart & Ardern, Ltd., sole distributors of Morris cars, The Vale, Acton, London, W.3, for the photograph which we reproduce of a Morris Cowley chassis fitted with an interesting body supplied to the order of Burberrys, Ltd.




AN INTERESTING BODY ON MORRIS COWLEY CHASSIS.

**P. Eastwood, Ltd., Burnley.**—This old-established firm of motor and carriage proprietors, which has been in business since 1864, has recently been carried on by the liquidators. We are asked to say that the business is being continued and run as usual and the management are busy getting out their summer list of tours and tour books for 1931.

**World Motor Rally at Rome.**—We are interested to hear that a World Motor Rally is being organised in Rome to be held at the end of April, 1931. Delegates to the World Motor Transport Congress, held in Rome in 1928, will learn with interest that this is being promoted by Count Gallenga Stuart and that the organisation of the event has been entrusted to Miss Kohnberger, the able and energetic Secretary of the Congress. The official programme is not yet ready, but there will be the usual hill climb, a race on the autostrade of Ostia, a reliability competition of brakes, etc. Many festivities will be arranged, such as big garden parties in the two famous historic castles near Rome, while on Sunday, April 27th, the annual competition of elegance is to take place at the Pincio.

**Car Lights on Private Roads.**—In a case just decided at Guildford (Surrey) the solicitors to the Automobile Association defended a motorist charged with leaving a car on the highway without lights, the explanation being that as the car was on a private road, it was not thought necessary to exhibit lights. Cases of this nature are frequently reported to the Association. It is essential for motorists to know that the Road Transport Lighting Act, 1927, makes it clear that for the purpose of lights on vehicles, "road" means any public highway and any other road to which the public has access.

**Institute of Transport.**—There will be an ordinary meeting of members of the Institute of Transport at the Institution of Electrical Engineers, London, on January 12th next at 5.30 p.m., when Mr. H. M. Cleminson will speak on "Shipping and its relation to road, rail and air, in co-operation and competition."

**Leyland Bradford Service.**—For the convenience of users of Leyland vehicles in the Bradford district, Leyland Motors, Ltd., has further extended its service facilities in that district, by opening another service station in the town of Bradford itself. This Service Depot, which is situated at 177, Thornton Road, Bradford, was opened on December 1st. It will be recalled that a short time ago the Leyland West Riding Service Depot at Brighouse was very much enlarged and the stocks of spares increased. This new Bradford Depot will be operated in conjunction with the existing West Riding Service Depot. A comprehensive range of spares is stocked and complete repairs, including breakdown service, will be undertaken.

**Scottish Roads are Safe.**—The Scottish Transport Company, one of the biggest and most progressive bus concerns in Scotland, announces that 87 per cent. of its drivers have been awarded the Diploma of the National Safety First Association for freedom from Accidents in 1929. It also states that the average number of miles run by its buses for each breakdown is over 75,000. The "Freedom from Accidents" Competition for drivers is steadily gaining in popularity throughout the country. When the Competition started in 1918 some 2,200 drivers entered. This year the number will exceed the 40,000 mark, and will include the Post Office drivers, whose entry has recently been sanctioned by the Postmaster-General.

**Drivers Licences.**—The Minister of Transport having certified that satisfactory provision is made by the law of Northern Ireland for the granting of licences to drive

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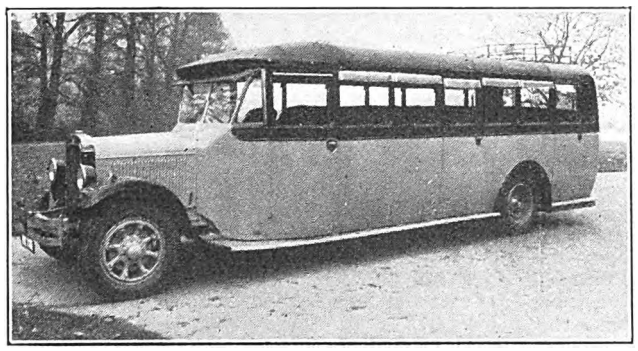
motor vehicles, the holder of a Northern Ireland driver's licence may now legally drive or be employed in driving in Great Britain, a motor vehicle of the class or description which he is authorised by that licence to drive, provided he is not disqualified from driving such a vehicle under the Road Traffic Act, 1930.

**New Haulage Association.**—At the Highways Committee of the Morecambe Corporation, a letter was submitted from the Morecambe Haulage Association in which it was stated that the hauliers in the borough had formed an association with the exception of certain persons who had remained outside. It was resolved that haulage orders be distributed between those in the Association and those outside, on an equitable basis.

**Change of Address for Advertising Department of Well Known Firm.**—Messrs. C. A. Vandervell & Co., Ltd., inform us that as from November 24th last their advertising department has been removed to Birmingham and all communications should now be sent to The C.A.V. Advertising Department, Messrs. Joseph Lucas, Ltd., Great King Street, Birmingham. As applications for C.A.V. and Rotax literature and advertising material will be similarly affected all our readers who are interested should make a note of this change.

**W. J. Bence, Ltd., Longwell Green, nr. Bristol.**—We are interested to hear from Mr. W. A. G. Hasell, formerly a Director of Harris & Hasell, Ltd., and now associated with W. J. Bence, Ltd., passenger and commercial motor body builders. He has sent us the photograph which we reproduce showing a very attractive 28-seater Allweather Coach on the "Reo" G.E.L. Pullman chassis. This was recently supplied to Mr. L. W. Andrews, of Bristol, who runs a fleet of coaches under the style of "The Clifton Greys." In our last issue we showed a group of Commer Car vehicles fitted with pantechnicon bodies and we are interested to learn that these also were built by W. J. Bence, Ltd.



W. J. BENCE COACHWORK ON "REO". G.E.L. PULLMAN CHASSIS.

**Proposal to Institute in London the Unilateral System of Dealing with Waiting Vehicles.**—It is understood that the Minister of Transport is of the opinion that the introduction of the "Unilateral" system of dealing with waiting vehicles would not prove advantageous, and that he does not, therefore, feel able at the present to approve the inauguration of this method of dealing with this problem in London.

**"On Guard." How to Avoid Lift Accidents.**—In the November issue of "On Guard," the little pocket magazine issued by the National Safety First Association, Sir Gerald Bellhouse, the Chief Inspector of Factories, gives some sound advice to those concerned with the handling of cranes, lifts and hoists. These, it is pointed out, cause over 3,388 accidents a year. Many accidents, writes Sir Gerald, are caused by the carelessness or indifference of people who make use of cranes, and he gives five useful rules, concluding with the warning to "beware of tampering with hoists and elevators unless you are thoroughly familiar with them."

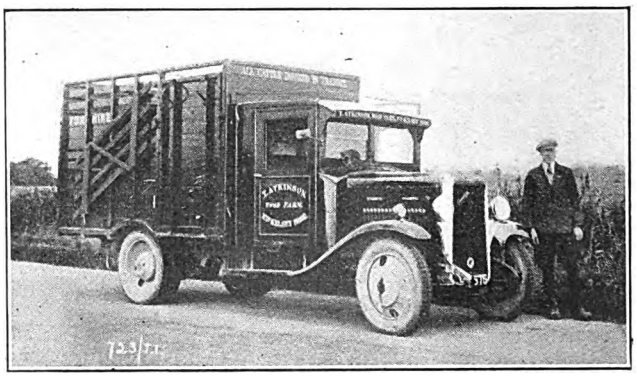
**Recent "Commer" Deliveries.**—Amongst the deliveries made recently by Commer Cars, Ltd., Luton, are six G2 chassis (40/50 cwt.) to Messrs. Pickford's; one 3-ton drop sided lorry to the Gas Department of the Coventry City Council; two 6-tonners to the Cement Marketing Co., these being repeat orders, and a number of G3 3-ton chassis, to the Anglo-American Oil Co., Ltd.

**F.W. & R.A. New Members.**—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Messrs. Frederick Kirkham, Preston; C. Beaumont, Birmingham; and Owen Owens, Ltd., Liverpool.

**Institution of Petroleum Technologists.**—There will be a general meeting of members of the Institution of Petroleum Technologists at the House of the Royal Society of Arts, John Street, Adelphi, London, at 5.30 p.m., on January 13th next. Light refreshments will be provided at 5 p.m. for members and visitors attending the meeting.

**The Liverpool Traffic Club.**—The Liverpool Traffic Club was formed in May, 1927, for the promotion of traffic knowledge amongst traffic men and women by holding periodical addresses and discussions on transport topics and problems. On January 5th, Mr. A. D. Sharpe (L. & N.E. Railway) is to lecture on "Goods Transport by Rail—advantages and economies," to be followed on February 2nd by Mr. S. L. Jude, the Secretary of the Liverpool Shipping and Forwarding Agents' Association, who will speak on shipping and forwarding in Liverpool. The meetings will be held at the White Cafe, Cook Street, Liverpool, at 7.30 p.m. Mr. J. C. Purcell, 75, Heygarth Road, Eastham, Cheshire, is the Hon. Secretary and he will be pleased to forward further particulars to any of our readers who are interested.

**A Commer for the Conveyance of Cattle.**—Our illustration shows a Commer G2 type chassis mounted with a specially designed body, for the conveyance of cattle. This is a product of Commer Cars, Ltd., of Luton. The chassis was supplied through the firm's dealership organisation, but the body was built locally.



A "COMMER" FOR CATTLE TRANSPORT.

**Modern Heavy Transport by M.R.S., Ltd.**—This is the title of an interesting publication issued by M.R.S., Ltd., the well-known transport specialists, of Liverpool. The illustrations show some of the types of vehicles included in the firm's fleet and examples of the intricate transport problems they are called upon to solve. The purpose of the brochure is two-fold, first to call attention briefly to what is nowadays no mean problem to many manufacturers and engineers—the transport of their heavy productions, second to illustrate how M.R.S. methods, vehicles and apparatus have progressed to the extent of solving this problem and the haulage difficulties associated with all the heavy trades.

**Our Overseas Trade.**—The Department of Overseas Trade has issued a guide to the services which the Department offers to British firms interested in the development of our export trade. The information it contains is of undoubted value. Mr. G. M. Gillett, M.P., Parliamentary Secretary to the Department of Overseas Trade in a foreword makes an appeal to British traders to make fuller use of the facilities which the Department can offer to them in the conduct and extension of their export trade. "I know very well," he says, "and have seen good evidence, that traders already make good use of the services of the Department; but it is not the fullest possible use. The Department does not and cannot create trade in the sense of directly producing a demand for goods; but it can assist traders to find where such a demand exists or might be created. No trader should be satisfied with the volume of his exports until he has consulted the Department, explored the various channels of information set out in this pamphlet, and has satisfied himself that he has taken full advantage of the services offered." Copies of this guide may be obtained on application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. The Comptroller-General of the Department is Sir Edward T. F. Crowe, K.C.M.G.

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**National Traction Engine Owners' and Users' Association.**—The report for the year ending September 30th last of the National Traction Engine Owners' and Users' Association, presented at the thirty-sixth annual general meeting held at the Royal Agricultural Hall, London, on December 11th, deals comprehensively with the Road Traffic Act as affecting traction engine owners and users. The Committee are preparing a memorandum on the Act and the Regulations made under it and this memorandum will be forwarded to members as soon as possible. The report points out that it is now more essential than ever that every owner should rally to the Association and assist the Committee in their fight against any unfair restrictions. The address of the Association is 17, Victoria Street, London, S.W.1.

**Middlesbrough's "Disastrous" Venture.**—Middlesbrough Town Council on December 2nd considered proposals made by the London and North Eastern Railway Co., which has offered to take over all the transport services within the borough; and it was eventually agreed, by a large majority, that the negotiations should be continued with a view to securing better terms. Councillor W. H. Crosthwaite, in moving that the Tramways Committee continue negotiations, said that financially this venture had been disastrous. They purchased the tramway system 10 years ago for £228,000, and had spent £194,000 since that time on the undertaking—the written-down value of the assets of which was now £304,000. They had taken from the rates £100,000 in the last 10 years to balance accounts, and were expecting a loss of £15,000 this year.

**P.R.A. Bulletin.**—We have received a copy of the first issue of the P.R.A. Bulletin, which is the official organ of the Petrol Retailers Association. The Bulletin contains some very useful information and under the heading "What we stand for" the following appears:—"In any dispute within the trade, or in connection with the public concerned with the selling of petrol, you have the backing of your fellow traders—obviously a more powerful argument than an individual with his 'lone voice in the wilderness'; the P.R.A. can represent your personal interests more strongly, and carry far more weight than any firm or individual, should representation or protest be necessary to the Government, concerning legislation or taxation affecting the trade; free legal advice is available to you on all business matters; A comprehensive service bureau is at your disposal, without cost, concerning any commercial or Technical aspect of your business; you will be kept advised through the medium of Bulletins, of all important developments, and all interesting news connected with the trade. This news will be red-hot, and accurate; you cannot afford, in your personal interests, to keep out of the P.R.A.; the annual subscription is 10/6, and there is no entrance fee." At a recent meeting of the Council it was resolved that Local Centres should be formed, and that these Centres should be empowered to deal with their domestic petrol policy and complaints in connection with their wholesale suppliers. The holding of local meetings will bring traders together, and this getting together on their part is bound to have beneficial results. The offices of the Association are at 157, Great Portland Street, London, W.1. The Secretary is Mr. E. W. Garnon, who for many years has done most valuable work on behalf of the motor industry.

**Star Motor's London Service Depot.**—We are informed by The Star Motor Co., Ltd., of Wolverhampton, that their London Service Depot has been moved from 1-3, Brixton Road, London, S.W.9, to Porteus House, Porteus Road, Paddington, London, W.2, Telephone No. Paddington 6351-2, which is more central and where better service facilities are offered.

**Unilateral Traffic Control.**—The system of "Unilateral" traffic, which was recently adopted in Derby, for which the Automobile Association introduced a special type of sign, has now been instituted in three of the important streets in Newcastle, Bishop Auckland, and in Belfast. The special A.A. signs are supplied in pairs, showing on which side of the road traffic should pull up on odd and even dates of the month.

**Ford Motors' Reply to Business Depression.**—A Detroit message says that the Ford Motor Company announces that it is expanding and speeding up its building programme throughout the world "in spite of the prevailing business depression." It is added that an expenditure of twelve million sterling is contemplated for the construction and enlargement of the plants in the United States, Europe and other parts of the World.

**B.A.I.F.R. New Members.**—The following firms have been elected to membership of the British Association of International Furniture Removers:—Messrs. Davies, Turner & Co., Ltd., 39 King William Street, London Bridge, E.C.4.; A. Welti Furrer, S.A., Barrengasse 29, Zurich, Switzerland, and Rohner Gehrig & Co., Ltd., 44, Whitehall Street, New York, N.Y., U.S.A.

**Industrial Councils Bill.**—A Bill to encourage the formation of industrial councils and to legalise voluntary agreements when so desired has been presented in the House of Commons by Mr. Mander, supported by Mr. Foot, Mr. Ernest Brown, Mr. Harris, Major Nathan, Mr. Philip Oliver, Mr. Simon and Mr. Graham White.

**Third-Party Insurance.**—A Bill to compel insurance companies to issue third-party insurance certificates to motor drivers having no convictions for careless, reckless, or dangerous driving against them has been ordered by the House of Commons to be brought in by Mr. Remer, Mr. D. G. Somerville, Colonel Moore, Sir Philip Dawson, Major Lloyd George, and Mr. Glassey.

**Welcome to Great Britain.**—New Greeting Cards are now being issued by the Travel Association of Great Britain and Ireland to their members for inclusion in foreign and overseas correspondence. Considerable supplies will also be sent to the Travel Association's representatives in New York and Buenos Aires and to British Government representatives abroad, who will assist in giving them a useful distribution. These new greeting cards, like many hundreds of thousands distributed overseas earlier in the year, are printed in English, French, German, and Spanish. Of the two cards in English, one is a greeting from the British Isles illustrated with pen drawings emblematic of England, Ireland, Scotland and Wales, and the other is an illustrated greeting from London. Evidence has been received by the Travel Association from many parts of the world that the inclusion of these little cards in business correspondence and in parcels of goods has given pleasure to the recipients and has stimulated in many a determination to visit Great Britain and Ireland. The offices of The Travel Association of Great Britain and Ireland are at Kinnaird House, 1, Pall Mall East, London, S.W.1.

## MERSEYSIDE.

**Catering for Modern Traffic.**—For the purpose of facilitating the weighing of the extra large sized lorries now employed on the haulage of goods to and from the Liverpool docks, the Mersey Docks and Harbour Board has installed new high capacity weighing machines at various points. At the south-east corner of Canning dock, a 25-ton weighing machine and a 45-ton weighing machine have been installed.

**New Depots.**—M.R.S., Limited, heavy haulage contractors, of Lightbody Street, Liverpool, announce the opening of three new depots:—(1) On the New Birmingham-Wolverhampton Road, Birmingham; (2) 117, Borough High Street, London; and (3) St. Vincent Crescent, Glasgow. Each of these establishments is fully equipped to supply petrol, spares, etc., as well as full general service to the carrying units and staffs.

**Growth of Container Traffic.**—In a talk on "The Use and Development of Containers" at Chester, Mr. G. O. Williams, M.B.E., L.M. and S. Railway Goods Agent, Chester, said that from Chester L.M.S. Station they had used 636 containers for traffic forwarded by Chester firms, with a weight of 1,299 tons. Those figures demonstrated at once the fact that the container was popular and in Chester had met a long felt want and was greatly appreciated by the traders. Containers were used for window frames, electrical machinery, cheese, furniture (new and old), dressed stone, automatic machinery, etc.

**Rail Engines Transported by Road.**—Interesting facts concerning the haulage of 65-ton locomotives for shipment abroad, are mentioned by Mr. E. C. Marston, chairman of M.R.S., Ltd., Liverpool. They were required for use in Egypt but the consignees stipulated they must arrive complete and not in parts. A multi-wheeled vehicle of special design fitted with rubber tyred wheels and weighing 34 tons, was used for hauling the locomotives from Leeds to Manchester. At Stanidge the lorry successfully negotiated a hill with a gradient of one in eight at a speed of half a mile an hour, this part of the journey occupying five hours. The vehicle was staffed by two drivers in front and one at the tail end of the vehicle, with a telephone connecting the two cabins. At the dock side M.R.S., Ltd. found a way of dispensing with the costly crane process of shipping the locomotives. The bed of the lorry was sunk and the engines were run aboard the ship on rails.

**What Pneumatic Tyres have Done.**—In the address he gave to the Preston Scientific Society on "The Development of Urban Transport," Mr. E. J. Pearson, M.Eng., outlined the history of urban transport from the first days of the industrial revolution down to the present century with special reference to developments in Preston. The



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advent of the large pneumatic tyre for buses, he said, had brought about a revival of the electric trolley bus. Each form of transport had definite applications to the present day transport problems and it was probable that they would all continue to develop in the situations to which they were most suited.

## MANCHESTER.

**R.M.S. Take Over Freemans.**—Ribble Motor Services, Ltd., have taken over the bus services operated from Chorley and known as Freeman's Silver Star Bus Services. The Chorley firm operated between Chorley, Bolton, and Wigan principally, with other local services. Thirteen buses have changed hands.

**Another Co-ordination Plan.**—Salford Corporation has appointed a special committee to discuss a scheme for the re-organisation of the transport services of the various municipal departments. A suggestion has been made that vehicles should be run from a co-ordinated transport department.

**Injunction Threatened.**—Having received a report from the Town Clerk with reference to unlicensed omnibuses plying for hire in Manchester, the Watch Committee has adopted a resolution that, unless unqualified undertakings to cease plying for hire in the City are received from the persons concerned, the Town Clerk be authorised to institute proceedings for an injunction in the High Court.

**Cutting Down Transport Costs.**—Speaking at a meeting of the Manchester Institution of Mechanical Engineers on November 27th, Mr. A. E. L. Chorlton said that the competition between roads and railways might compel railways to use oil electric power in the form of Diesel engines. The oil electric system, which cost less in capital charge, could reduce working costs to half that of steam.

**Diesel Engined Bus.**—Manchester Corporation Transport Committee has accepted the quotation of Messrs. Crossley Motors, Ltd., for the supply of a double-deck motor bus chassis, with Gardner six-cylinder Diesel oil engine to be fitted to one of the double-deck motor bus bodies which Crossley Motors, Ltd., are supplying to the Corporation under their existing contract for motor buses.

**Preston Seeks New Powers.**—Preston Corporation has decided to promote a bill in the present session of Parliament to authorise the substitution of trolley vehicle systems on the tramway routes of the Corporation within and outside the borough, and to confer further powers upon the Corporation with respect to their tramway undertaking.

## HULL.

**The Humber Bridge.**—The proposed bridge over the Humber is still the chief subject of discussion in Hull. The time when its fate will be settled is rapidly approaching. The Bill has been published and shortly will come before the appropriate Parliamentary committees at Westminster, assuming, that is, that the town's meeting authorises the Corporation to go forward with it. No new points are revealed by a study of the Bill. As to the desirability of the bridge there are no two opinions. The whole question is whether its erection would injuriously affect the tides of the river. On that opinion is divided. The promoters have retained experts who are prepared to say that no ill will result, but, on the other hand, the Humber Conservancy Board (an independent body), the London and North Eastern Railway Company (owners of the Hull docks) and the Aire and Calder Navigation (owners of the docks at Goole) are advised by their own, and other eminent engineers, that the placing across the river of a line of over a score of large piers to carry the bridge would be fraught with the utmost danger. The Ministry of Transport has called a meeting of the experts but it is impossible to think they can come to a common agreement. A big fight in the committee room at Westminster would appear to be inevitable.

## NORTH-EAST COAST.

**Tyne Tunnel Scheme.**—Representatives of the Corporations of South Shields and Tynemouth (North Shields) are conferring on the expert engineers' report with regard to improved cross-river facilities at the mouth of the Tyne. The construction of a tunnel, with one footway, between North and South Shields, at an estimated cost of £1,300,000, is recommended in lieu of a high level bridge which, it is stated, would cost a million more. The suggestion is that the Ministry of Transport should provide 90 per cent. of the cost, leaving 10 per cent. to be found by the two Corporations. Yet a Shields tunnel was proposed 130 years ago, to cost £6,993 only!

**Tyne Bridges Problem.**—While Newcastle is anxious to secure two independent routes through the city for traffic moving south, Gateshead's traffic difficulties run on different lines. Thus, while Newcastle's only real interest is concerned with the freedom from tolls of the L.N.E.R. Co.'s High Level Bridge, Gateshead is much more anxious to free the Redheugh Bridge and so deflect a mass of heavy traffic from the Tyne Bridge. The point is that the Ministry of Transport has intimated its willingness to make a grant of 50 per cent. towards the cost of freeing either the High Level or the Redheugh Bridge, but will not promise a grant for freeing both.

**Traffic Act Fears.**—Mr. A. E. Millard, immediate Past-President of the Furniture Warehousemen and Removers' Association, in reporting to the Transport Committee of Newcastle Chamber of Commerce on the new Road Traffic Act, said that organised efforts were being made by the railway companies to obtain traffic which had hitherto gone by road; and he was afraid the Act would take the bread out of the mouths of thousands of small people. It was decided that the secretary of the Chamber (Mr. H. Shaw) would discuss the situation with the railway authorities; and that proposals for modifications of the Act would subsequently be laid before the Ministry.

**Morris Car Films.**—Films relating to the manufacture of Morris engines and cars were shown in Newcastle recently by Mr. Goyder Smith, one of this progressive company's travelling representatives.

**Benzole Production.**—Members of the Newcastle and Gateshead Chamber of Commerce recently, on the invitation of the National Benzole Co., Ltd., visited its distribution depot at Blaydon and then two of the local plants producing National Benzole—the Derwenthaugh coke ovens of the Consett Iron Co., Ltd., and the Redheugh works of Newcastle and Gateshead Gas Co. At Derwenthaugh 20,000 gallons of crude benzole are produced weekly.

**Traffic Dangers and Control.**—To further the work of the Newcastle Safety First Committee, its hon. secretary, Mr. F. J. Crawley (Chief Constable of Newcastle), is compiling a booklet, illustrated with photographs and diagrams, dealing with methods of traffic control. Attention will be drawn to danger spots in Newcastle, with suggestions for minimising the danger.

**Staff Dances.**—The Sports Club of the Northern General Transport Co., Ltd., held a successful dance at the Old Assembly Rooms, Newcastle, on December 3rd, following a similar function in connection with the Majestic Saloon Coaches Co. at the Oxford Galleries. The Yellow Bus Service has handed £30 to the Richard Murray Hospital as the result of a whist drive and dance at Medomsley.

## NORTHERN IRELAND.

**Appointment of Chairman of North-Western Traffic Area.**—Mr. William Chamberlain, general manager and engineer of the Belfast City Tramways, has accepted the chairmanship of the Regional Traffic Commission of North-West England, which extends from Cumberland to Mid-Wales, and includes Liverpool and Manchester. This appointment was offered him by the Ministry of Transport. Mr. Chamberlain was formerly manager of the Leeds tramways, and in October, 1928, he was appointed manager of the Belfast undertaking. When he came to Belfast private bus owners had invaded the streets and challenged the public transport monoply which the Corporation had held for years. A settlement of the situation was made after Government intervention, and Mr. Chamberlain's advice was invaluable to the Corporation, as was his evidence at a subsequent Government inquiry. In his two years in Belfast he has commenced the modernisation of old rolling stock, increased the bus services, ordered fifty new tramcars of the latest type, and six double-decker buses, the first of the type in northern Ireland. The receipts of the undertaking and the number of passengers carried has risen very considerably. Mr. Chamberlain is president of the Northern Ireland Route Bus Owners' Association.

**Obituary.**—Mr. T. Edens Osborne, who died in Belfast on November 18th, was an intimate friend of the late Mr. J. B. Dunlop, inventor of the pneumatic tyre, and he introduced this tyre, and Humber cycles, into Ulster.

**Air Beats Rail.**—The Westland-Wessex three engined, six-seater monoplane which visited Ireland last month for exhibition flew from Aldergrove, near Belfast, to Dublin, in 54 minutes. The train journey occupies two and a half to three hours.

**Mr. James Pepper.**—Mr. James Pepper, manager and secretary of the London, Midland and Scottish Railway (Northern Counties Committee) which connects Belfast

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and the counties Antrim and Down, is about to retire. He has held this position since 1922. A native of Westmoreland, Mr. Pepper started his career as a boy clerk at a wayside station on the Furness Railway. At 20 years of age he was advertising inspector. He afterwards served with the L. & N.W. and the Lancashire, Derbyshire and East Coast company, afterwards absorbed by the Great Central. In 1908 he joined the staff of the Chief Goods Manager's office of the Midland Railway and in 1916 became London Outdoor Goods Manager. In 1918 he was made London District Goods Manager, and in 1919 Assistant Chief Goods Manager for the company. Under Mr. Pepper's management many improvements in services, etc., have been made on the L.M.S. line in Northern Ireland.

## IRISH FREE STATE.

**Value of Tractors and Tractor Parts Exported from the Irish Free State.**—From the trade returns of the Irish Free State for the first nine months of the present year, it appears that the number of tractors exported from the Free State from 1st January to 30th September, 1930, was 15,133, which were of the total value of £1,575,928, as compared with 2,948 tractors, of a value of £308,070, shipped from the Free State during the first nine months of 1929. Tractor parts to the value of £832,314 were exported from the Free State during the January-September, 1930, period, as against £630,102 during the first nine months of 1929. During the month of September last 617 tractors were exported from Cork, and tractor parts to the value of £44,347 were shipped.

**Restoration of Canal Services on the River Shannon.**—The Grand Canal Co., of Ireland, have taken steps for the restoration of canal traffic on the river Shannon. They gave intimation to the Limerick Harbour Board that they were carrying out necessary tests on the Abbey river at Limerick, so that the canal services there could be resumed as soon as possible. The Harbour Board considered this very satisfactory in the interests of trade.

**Bus Services in the Irish Free State.**—The receipts, the number of passengers carried, and the mileage run by bus services in the Irish Free State, continue to increase. From the statistics issued with respect to the Free State bus services for the month of September last it appeared that the number of passengers carried by buses in the Free State during that month totalled 4,502,000, as compared with 4,390,000 in September, 1929, and that the receipts were £84,961, which included cross-border services, as against £83,416 in September, 1929. The number of vehicle miles run by buses in the Free State during September last was 2,170,000, as compared with 1,871,000 miles during September, 1929. During the first nine months of the present year the number of vehicle miles traversed by buses in the Free State was 19,347,000, which included 1,462,000 miles in cross-border services, compared with 17,828,000 vehicle miles run during the first nine months of 1929, a total that included 885,000 miles in cross-border services. The number of passengers carried from 1st January to 30th September last, including cross-border travellers, was 37,916,000, as against 36,398,000 during the first nine months of 1929.

**Traffic on Irish Railways.**—Receipts from merchandise carried on the Great Southern Railways for the half year ended June 30th last were £1,159,787, as compared with £1,209,342 during the first six months of 1929, which showed a reduction of £49,555, or 4.10 per cent. this year. On the Great Northern Railway the receipts from merchandise carried during the first six months of the present year were £395,054, as against £429,147 for the first half year of 1929—a decrease of £33,093, equivalent to 7.71 per cent. With respect to the Great Northern Railway these merchandise traffic receipts deal with the whole of that company's system, in Northern Ireland and in the Irish Free State.

# "Karriers" Parcel Delivery Service.

THE interesting photograph which we reproduce has been sent to us by "Karriers" Parcel Delivery Service, 26, Strand Street, Liverpool. It shows three "Thornycroft" lorries, part of the fleet which they are employing, with their well known decoration in black and white stripes and over this large posters showing the publicity method which the company adopted during the Railway Centenary Celebrations held in Liverpool recently.

THREE "THORNYCROFT" LORRIES, PART OF THE FLEET USED BY "KARRIERS" PARCEL DELIVERY SERVICE.

The firm inform us that they employ at present three "Thornycroft" A.1's and three "Thornycroft" A.2 vehicles on the outside services and they are contemplating the purchase of some "Thornycroft" A.3 six-wheelers on new services which are now being organised. In addition to these vehicles they use light type "Morris" vehicles for local collections and deliveries in Liverpool.

The mileage covered by the "Thornycrofts" last year was 750,000 miles, a total tonnage of 120,000 tons was carried, involving 150,000 deliveries consisting of 1,000,000 packages.

Daily services are now run to the following places: Southport, Blackpool, Preston, Manchester, Runcorn, and Chester. Regular services to North Wales and East Lancashire and in addition a daily service to Nottingham is run in conjunction with the Nottingham Chamber of Commerce. Light traffic is also handled in connection with Newcastle, Glasgow, Northampton and London road services.

The firm have three large warehouses where goods are stored and held against disposal instructions and in this way firms out of Liverpool are enabled to give a speedy delivery. We are informed that this part of the service has greatly increased of late and has been much appreciated by their customers.

*REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.*

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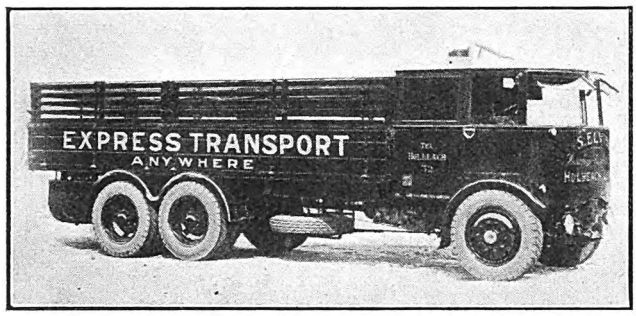
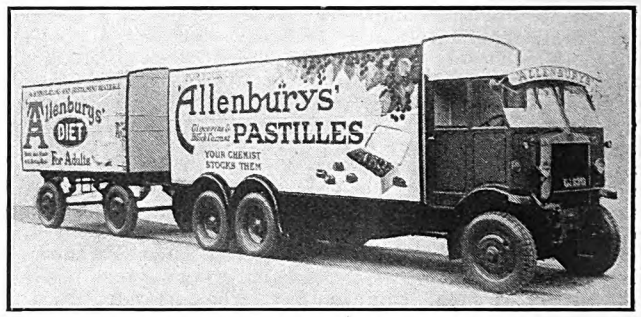
# Motor Notes.

**The Foden "Speed-Twelve."**—We have been supplied with the following showing a typical day's work with a Foden "Speed-Twelve" pneumatic tyred six-wheeler. The owner is Mr. S. Elvis, Holbeach, Lincs. The run was from Holbeach to Snettisham (empty)—a distance of 33 miles. The vehicle was loaded with 12 tons at Snettisham with which it travelled to Boston, a distance of 49 miles. It then returned empty to Snettisham and was loaded with a further 12 tons which it again delivered in Boston. From Boston it returned to Holbeach. The distance covered was 196 miles between the hours of 7 a.m. and 7 p.m. The coal consumption was 21 miles per cwt.




THE FODEN "SPEED TWELVE" PNEUMATIC TYRED SIX-WHEELER OWNED BY MR. S. ELVIS, HOLBEACH, LINCS.

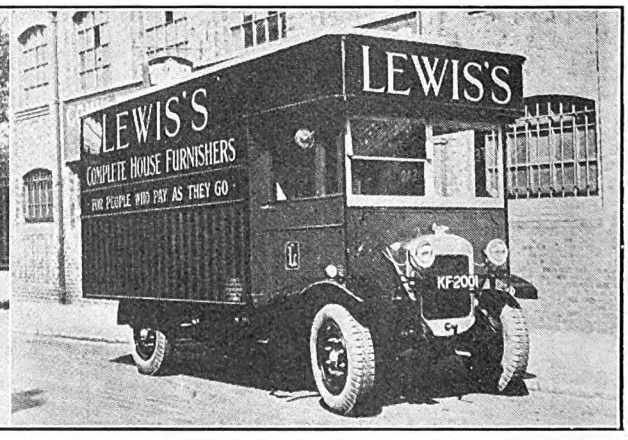



ALLEN & HANBURY'S GUY 7-TONNER AND TRAILER REFERRED TO IN TEXT.

**Shefflex Orders.** — Shefflex Motors, Ltd., Tinsley, Sheffield, supply us with the following list of typical orders received amongst others:—W. Caudle & Co., Ltd., Queen's Road, Sheffield, for one D.L.6. 4-tonner (six-wheeler) chassis (repeat order). Marsh & Hare, Rotherham, for one D.H.6. 5/6-tonner (six-wheeler) chassis. Taylor & Co., Ltd., Rotherham, for one D.L.6. 4-tonner (six-wheeler) chassis (repeat order). Rt. Hon. The Earl Fitzwilliam (Malton Estate) for one D.L.2. ton tipping lorry (repeat order). Hull Co-operative Society, Ltd., for Dairy Dept., one D.H. 50-cwt. lorry with special body for milk collection (repeat order).

**Allen & Hanbury's Guy 7-Tonner.**—Allen & Hanbury, Ltd., Bethnal Green, London, E.2, have been supplied with a Guy 7-tonner and trailer for the purpose of delivering to Allen & Hanbury. The Duramin Engineering Company, Limited—the body builders in this case—claim that the increase in pay-load by reason of the introduction of duralumin and aluminium into the body construction will give this result, which they say might also be compared with the saving of the initial outlay on a 30 cwt. vehicle plus its running costs over a period of years. The actual weight-saving by the introduction of these materials is 15 cwts. on the vehicle itself and 10 cwts. on the trailer, as compared with average well-built bodies of ordinary construction. This, of course, results in decreased petrol and oil consumption, less wear and tear to mechanical parts and longer tyre life. The body builders additionally claim that a 90 per cent. saving on up-keep costs, as a duralumin body will last almost indefinitely and, further, there is always the value in the material used in the construction even on a scrap metal basis. Another interesting point in regard to this 7-tonner is that the order was placed as a result of the very lengthy experience which Allen & Hanbury had with a Guy six-wheeled 5-tonner, which proved that as compared with other makes of 5-tonner the Guy six-wheeler definitely reduced running costs.

**Thornycroft Orders.**—John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1, announce that they have received orders from the L.N.E.R. for seventeen 30 cwt. and 2-ton vehicles and from the G.W.R. for one of their 10-ton six-wheeled chassis.




LEFT: THE LATEST AND LARGEST THORNYCROFT SIX-WHEELER, A "JC" 10-TON LORRY SUPPLIED TO A WELL-KNOWN FIRM OF LONG DISTANCE HAULAGE CONTRACTORS. RIGHT: A THORNYCROFT TYPE "A1 FORWARD" 30-CWT. CHASSIS WITH CAPACIOUS BOX VAN FOR LEWIS'S THE WELL-KNOWN FURNISHERS.

**The Largest Thornycroft Six-Wheeler.**—The latest and largest Thornycroft six-wheeler is now in the service of L. E. Fox & Co., long distance haulage contractors, 84 Colborne Road, N. Kensington, London, W.10. It is known as type "JC" and is of 10-tons capacity. This vehicle we illustrate together with a Thornycroft box van on chassis type "A1 Forward." The vehicle is now in the service of Lewis's the complete house furnishers of Liverpool.

**Economic Transport.**—Savings which will enable the entire cost of a vehicle and trailer to be written off in four to five years are claimed by the builders of the body and trailer supplied with a Guy 7-ton vehicle recently

**New Bean Models.**—Bean Cars, Ltd., Tipton, Staffs., now announce their new "Bean Commercial" policy, resultant from the reconstruction which has been going steadily forward during the past 18 months. The models, of which they have sent us brief particulars, include two entirely new types which were exhibited for the first time at the Scottish Show. The full range of models is as follows:—(1) A new model 20/25 cwt. van (tax £20). The chassis price is £198, open lorry £235 and as a van £250. (2) A 30 cwt. model, not new, but now has an

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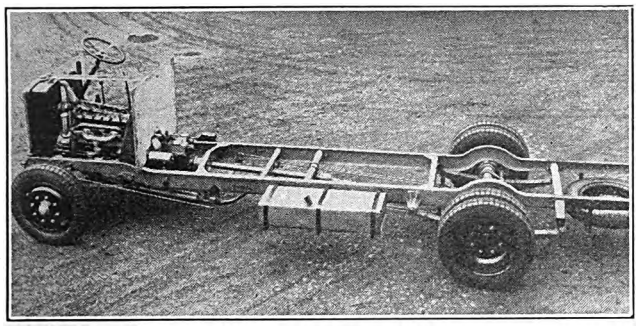
enclosed driver's cab, without additional charge. (3) A 40/45 cwt. model, not new, but for the same price includes magneto ignition as optional. (4) A 50/60 cwt. model, not new, but supplied with lighting equipment as standard. This chassis is supplied with short wheelbase at £540 or with long wheelbase at £560. The price reduction in each case is £15. (5) An 80 cwt. chassis the price of which has been reduced by £42 to £698. The equipment remains as previously. (6) This model is a new one and consists of a 26-seater low loading passenger chassis very completely equipped. The general appearance is all that can be desired. Price £598. The accompanying photograph gives a good idea of the layout.



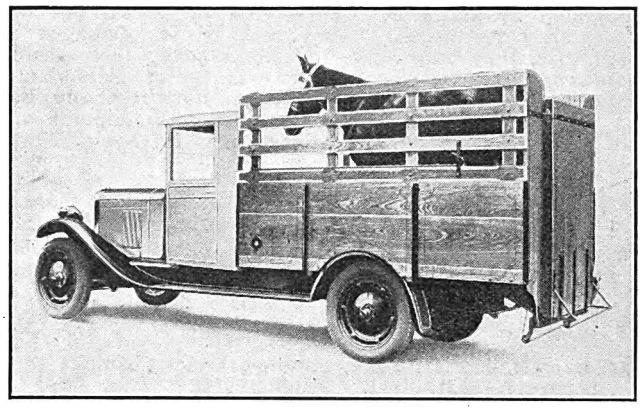
THE NEW BEAN 26-SEATER LOW-LOADING PASSENGER CHASSIS.

**The B.P. Commercial Consumers Pump.**—The "Consumer" pump is a pump placed on the market by the British Petroleum Co., Ltd., Britannic House, Moorgate, London, E.C.2, specially designed for the commercial user who wishes to secure the advantages of bulk storage at minimum cost. It has a one gallon capacity and is simple and rapid in operation. It is light to operate and occupies very little space. The pump is of rigid construction with cast iron base, barrel, tie rods and pump handle; the piston barrel is dull nickel. The totaliser reads up to 99,999 gallons before returning to zero. It has a discharge register from 0 to 10 gallons to show individual deliveries. The overall height of the pump does not exceed 5 ft. 10 in. and the base is 10½ in. square.

**Vulcan Deliveries.**—Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport, have sent us a selection of photographs showing recent deliveries made by them. The two we reproduce show a Vulcan 50/60 cwt. farmer's forward control lorry, and also a 30/35 cwt. chassis supplied to Goodlass, Wall & Co., Ltd., manufacturers of colours, enamels, etc., of London. The chassis is fitted with a box van body built by Whitmee & Sons, Battersea, London.

**B.E.N. Air Compressors.** — We have received from B.E.N. Patents, Ltd., 92 Tottenham Court Road, London, W.1, a copy of their latest list No. C.B.12 featuring the firm's air compressors and spray paint equipment. The firm's object has been to try and give the reader some idea as to the high quality of this equipment as well as its very extensive range, and they claim that no other catalogue is published which deals with air and spray paint equipment in a more comprehensive manner. In our opinion there is good foundation for this claim and we suggest our readers would do well to apply to the firm for copies.

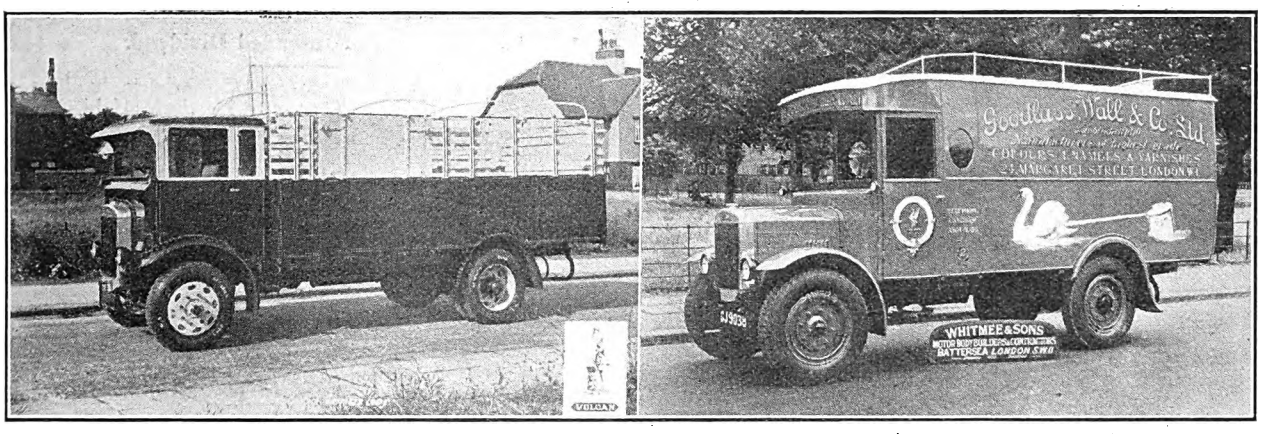
**The Chevrolet Cattle Truck.**—The cattle truck, as illustrated, supplied by General Motors, Ltd., Edgware Road, The Hyde, London, N.W.9, has been designed to load cattle with the minimum of trouble. The tailboard is slung 17 in. from the ground and, when lowered, the back portion of the floor of the wagon automatically lowers at the same time to the level of the tailboard.



CHEVROLET SPECIAL CATTLE AND HORSE CARRYING TRUCK.

This gives a gradual incline from the roadway to the interior of the wagon allowing the animals to enter without difficulty. When the wagon is loaded the tailboard is closed up and the floor automatically raises the animals to a level position. The rear of the wagon provides room for two full sized animals and, in addition, there is a space partitioned off in front of their legs for carrying sheep or calves. The entrance to this compartment is by a sliding door in the off-side front of the side panel.

**A Big Order for Trojans.**—Trojans, Limited, Purley Way, Croydon, announce that they have recently obtained a further order from Brook Bond & Co., Ltd., for 275 commercial vehicles which brings the total number of orders received by Trojans from Brook Bonds to 2,140. Another interesting announcement by Trojans is that they have recently procured, for extension purposes, six acres of land adjoining their present works on the Croydon by-pass road.




LEFT: A VULCAN 50/60 CWT. FORWARD CONTROL FARMER'S LORRY. RIGHT: A VULCAN 30/35 CWT. CHASSIS SUPPLIED TO GOODLASS, WALL & CO., LTD., BOX VAN BODY BUILT BY WHITMEE & SONS, BATTERSEA, LONDON.

**G.V. Electric Vehicle Catalogue.**—The General Vehicle Co., Ltd., manufacturers of electric commercial vehicles, 15 Devonshire Street, Bishopsgate, London, E.C.2, have sent us a copy of their recent catalogue dealing with electric vehicles for public authorities. These are principally designed for refuse collection, but they are equally serviceable for general local transport purposes. The capacities are from 2 tons to 3½ tons. A list of 30 cities in which these vehicles are used, which includes Birmingham, Blackpool, Bradford, Bristol, Liverpool and Manchester, is given, together with photographs of vehicles they have in service. The specification for each vehicle is given.

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## County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

F. L. Beazley, South Warnborough, Basingstoke, Hants., haulage contractor. £45/19/6. August 7th.

D. F. W. Rabbits, 14, Beaconsfield Road, Basingstoke, Hants., motor haulage contractor. £24/6/1. August 11th.

H. Ranger & Sons, Micheldever, Hants., haulage contractors. £54/5/1. August 19th.

Jas. Barrett, 4, Platt Lane, Hindley, Lancs., haulage contractor. £31/14/11. August 21st.

Albt. Morris, 18, Chapel Lane, Wigan, carting contractor. £26/3/0. August 16th.

Baker & Walters, 232, Evering Road, Clapton, London, E.5, haulage contractors. £112/9/9. July 17th.

Harold Brown, 49, Holloway Road, London, N., transport contractor. £26/5/4. July 8th.

Hy. Leary, 16, Ellesmere Road, Roman Road, Bow, London, E., haulage contractor. £93/9/9. August 19th.

Arthur Watkins, Abercarn, Mon., haulage contractor. £22/3/0. August 22nd.

Jas. Daniel, 21, Farnon Road, Gosforth, Northumberland, cartman. £29/18/3. August 8th.

W. H. Rushby, Sutton-on-Trent, Notts., haulage contractor. £22/9/4. August 6th.

— Edwards, 16, Benyon Street, Shrewsbury, Salop, haulage contractor. £60/19/2. August 18th.

J. Bagnall, Gledhill Yard, Church Street, Hunslet, Leeds, haulage contractor. £38/11/8. August 21st.

Arthur Harling, 58, Worthing Street, Hull, haulage contractor. £22/11/5. August 15th.

R. Holland, Chaddleworth, Berks., cartage contractor. £20/3/0. August 22nd.

General Transport Service, 32, Brushfield Street, Spitalfields, London, E., transport workers. £30/9/7. August 13th.

— Rowbottom, 45, Burns Street, Nottingham, haulage contractor. £20/12/7. August 27th.

W. T. Eccles, the younger, 28, Old Mill Street, Wolverhampton, haulage contractor. £23/11/3. August 8th.

Alice Allsopp, 4, Groveland Road, Dudley Port, Nr. Birmingham, transport contractor. £43/9/7. August 13th.

B. Pearson & Sons, Butlin Street, Nechells, Warwickshire, haulage contractors. £20/0/6. July 17th.

Arthur Simpson, 25, Garnet Place, Dewsbury Road, Leeds, market carrier. £28/6/10. August 28th.

E. Jno. Parsons, Cemetry Road, Bridgend, Glam., haulage contractor. £33/16/2. August 15th.

Jno. Rennie, Penybryn Farm, Corwen, Merioneth, haulage contractor. £36/5/9. August 19th.

A. Spiller, 28, Phippen Street, Redcliffe, Bristol, haulage contractor. £38/4/3. September 1st.

W. A. Collyer, Park Road, Purbrook, Hants., haulage contractor. £45/4/4. September 5th. (By Mrs. M. J. Collyer, acting under Power of Attorney.)

Reliance Garage Co., 20, Bournville Gr., Levenshulme, Lancs., haulage contractors. £24/3/5. July 28th.

F. T. C. Axford, 7, Cheap Street, Frome, Som., haulage contractor. £20/14/8. August 30th.

N. S. Rule, Boxford, Suffolk, haulage contractor. £35/16/6. August 16th.

Raymond Berry, 7/8, Lower Stream Head, Allerton, Yorks., haulage contractor. £78/1/5. September 8th.

Wm. Nettleton, 54, St. James Street, Wetherby, Yorks., haulage contractor. £30/2/8. September 1st.

W. S. Bradbury, 33, Buckingham Road, Winslow, Bucks., haulage contractor. £26/13/11. September 9th.

Bert Baron, Broomfield Place, Blackburn, Lancs., haulage contractor. £21/19/9. September 5th.

G. H. Savage, 65, Leta Street, Liverpool, Lancs., haulage contractor. £52/2/10. September 9th.

M. V. Burnett, Hemingby, Lincs., motor haulage contractor. £21/15/7. August 13th.

## The Gazette.

### Dissolutions of Partnership.

WILLIAM WINFLEET POCOCK and HARRY GRENVILLE SPRINGTHORPE, trading as Pocock & Springthorpe, hauliers, 208, Solihull Road, Sparkhill, Birmingham. 15th October, 1930. All debts by William Winfleet Pocock.

BERTIE HAMMONDS CARTWRIGHT and HERBERT NURRISH, trading as "The Simplex Carrying Company," also "Howells Goods and Parcels Express," 113, Bradford Street, Birmingham. 18th October, 1930. All debts by Bertie Hammonds Cartwright who will continue.

MAURICE FOWLDS and FRANK HODKIN, trading as Thwaites Motor Haulage Company, Thwaites, Keighley, Yorks. 18th October, 1930.

### The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

CHARLES WILLIAM WALKLATE, 5, Frederick Street, Sandford Hill, Longton, Stoke on Trent, haulage contractor. Receiving order and order of adjudication, October 7th. Public examination, November 27th, at Stoke on Trent.

ELLEN ALICE STOTT, "Halden Villa," Halden Road, Morecambe, and Heysham, Lancs., lately trading as "Service Transport," haulage contractor. Receiving order and order of adjudication, October 10th. Public examination, November 21st, at Preston.

HENRY JOHN MATTHEWS, 503, Silwood Street, Rotherhithe, London, cartage contractor. Receiving order, October 15th. Public examination, November 28th, in London. Order of adjudication, October 20th.

REGINALD SMITH, 16, Howe Street, Rochdale, Lancs., formerly motor haulage contractor. Receiving order and order of adjudication, October 13th. Public examination, December 5th, in Rochdale.

CYRIL HOWARD GREENHOUSE, Abbey House, 2, Victoria Street, Westminster, S.W.1, haulage contractor. Receiving order, October 21st. Public examination, November 27th, in London. Order of adjudication, October 25th.

FRED STACEY, The Old Plough Inn, Egmanton, Notts., formerly Main Street, Egmanton, Notts., haulage contractor. Receiving order and order of adjudication, October 21st. Public examination, December 4th, at Nottingham.

FRANCIS WILLIAM WRIGHT, London Road, Tetbury, Glos., haulage contractor. Receiving order and order of adjudication, October 20th. Public examination, November 19th, in London.

JOS. MOSLEY, Wood Lane Quarries, Bradford, haulage contractor, etc. Receiving order and order of adjudication, October, 24th.

GEORGE HUBERT CLEMENT, "Bramhope," Belle Vue Road, West Cross, Swansea, haulier. Receiving order and order of adjudication, October 28th.

### Notices of Intended Dividend.

PETER EDGAR, 49, Castle Street, Canterbury, haulage contractor. No. 15 of 1930. Claims to Edwin Wilfrid Gardener, 9, The Parade, Canterbury.

HAROLD WATCHORN, 24, Cinder Bank, Netherton, Dudley, Worcs., lately The Market Place, Blackheath, Staffs., haulage contracor, etc. No. 10 of 1930. Claims to Andrew Martin Fairbairn, 1, Priory Street, Dudley, Official Receiver.

VERA GERTRUDE THURSTON, trading as "Modern Express Transport Company," cycle and motor engineer, 203, Fawcett Road, Southsea, Hants. No. 16 of 1930. Claims to John Longfellow Wilkinson, 87, High Street, Portsmouth, Official Receiver.

HERBERT WILLIAM CORNFOOT, The Star Garage, Dover Street, Canterbury, Kent, haulage contractor. No. 20 of 1930. Claims to Ebenezer Henry Hawkins, 4, Charterhouse Square, London, E.C.1.

### Notices of Dividend.

BERTRAM JAMES GUEST, trading as "Evesham Vale Transport," Coopers Lane and Avon Street, Evesham, Worcs., road transport contractor. No. 9 of 1926. First and final of 2⅜d. in the £, payable at Official Receiver's Office, 191, Corporation Street, Birmingham.

HARRY WEEKS, 27, Jordan Street, Buckfastleigh, Devonshire, haulage contractor, etc. No. 1 of 1930. First and final of 2s. 5d. in the £, payable at 11, St. Aubyn Street, Devonport.

WILLIAM HENRY REES, trading as W. H. Rees & Sons, Blenheim House, Picton Road, Neyland, Pembroke, haulage contractor. No. 7 of 1927. Supplemental of 4¼d. in the £, payable at 4, Queen Street, Carmarthen.

HENRY THISTLETON, 138, Lee Street, Kingston-upon-Hull, lately Camerton, Burstwick, Yorks., haulage contractor. No. 72 of 1929. First and final of 2¾d. in the £, payable at Official Receiver's Office, 37, Scale Lane, Hull.

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# New Companies.

**Cormie Brothers, Ltd.** (16,189). — Private company. Registered in Edinburgh on November 4th. Capital £50,000 in 25,000 preference and 25,000 ordinary shares of £1 each. Objects: To acquire the business of motor omnibus proprietors carried on at Kirkcaldy and Aberdeen by James Cormie. The directors are: J. Cormie, H. Menzies, T. Hogg, D. Mackie, G. C. Campbell, C. J. Meeson, R. A. Castiglione. Secretary: E. G. Ling. Registered office: British Linen Bank Buildings, Methil, Fife.

**Uhlmann & Co., Ltd.** (251,824).—Private company. Registered November 4th. Capital £300 in £1 shares. Objects: To carry on the business of shippers, shipping and forwarding agents, insurance brokers and agents, underwriters, carriers, etc. The directors are: W. Kaldauke, J. N. Bancroft. Registered office: 25 Brazennose Street, Manchester.

**Express Haulage Company, Ltd.** (251,854).—Private company. Registered November 6th. Capital £2,000 in £1 shares. Objects: To acquire the business of haulage contractors now carried on by A. Woodall and A. Whalley at Bury Street, Salford, Lancs., as "The Direct Haulage Company." The directors are: A. Woodall A. Whalley. Secretary: W. Barraclough.

**Hart and Greenwood, Ltd.** (251,881).—Private company. Registered November 7th. Capital £7,500 in £1 shares. Objects: To acquire the leasehold premises known as Buck's Garage in High Street, Watford, and also certain coaches from S. F. St. George, and to carry on the business of garage proprietors, petrol station proprietors, manufacturers of all kinds of vehicles, coachbuilders, omnibus, coach, cab, carriage and motor proprietors, runners and letters on hire of coaches, omnibuses, etc. The directors are: T. E. Greenwood (managing director), J. T. Hart (both permanent, subject to each holding £100 shares). Registered office: Bucks Garage, High Street, Watford.

**Stanley Collis and Co., Ltd.** (251,916).—Private company. Registered November 8th. Capital £1,000 in 750 7½ per cent. cumulative preference and 250 ordinary shares of £1 each. Objects: To acquire the business of Stanley Collis & Company, and to carry on the business of bonded lightermen and barge owners, freight contractors, wharfingers, warehousemen, railway and forwarding agents, etc. The directors are: F. A. Collis, R. S. Stanley. Registered office: 33 Great Tower Street, E.C.

**Litoral Transport Company, Ltd.** (251,929).—Private company. Registered November 10th. Capital £5,000 in £1 shares. Objects: To carry on business as general carriers, merchants, shipowners, warehousemen, omnibus, van, lorry, aeroplane, airship and steamship proprietors, carriers of passengers and goods; to establish, maintain and work lines of aerial, land and marine transport, etc. The first directors (to number not less than 2 nor more than 7) are to be appointed by the subscribers.

**Consolidated Coaches, Ltd.** (251,984).—Private company. Registered November 13th. Capital £10,000 in 5,000 8 per cent. cumulative preference and 5,000 ordinary shares of £1 each. Objects: To acquire the business of motor coach proprietors and booking agents carried on by C. Thomson and H. Holmes at 32 Stroud Green Road, Finsbury Park, N. The first directors are not named. Secretary: C. Thomson.

**T. Hawkins & Sons (Epsom), Limited.** (251,004).—Private company. Registered November 13th. Capital £16,000 in £1 shares. Objects: To acquire the business of horse and animal transporters carried on by T. Hawkins, T. W. Hawkins, F. Hawkins and A. E. Hawkins at East Street, Epsom. The directors are: T. W. Hawkins, F. Hawkins, A. E. Hawkins, T. Hawkins (permanent and controlling director and chairman). Secretary: Mrs. Nellie L. Dann. Registered office: East Street, Epsom, Surrey.

**British Mineral Transport Co., Ltd.** (251,982).—Private company. Registered November 13th. Capital £100 in 1/- shares. Objects: To carry on business as carting contractors, hauliers and lightermen, carriers of goods and passengers, shipping, chartering, forwarding and transport agents, motor car, lorry, coach, omnibus and garage proprietors, etc. The first directors (to number not less than 2 nor more than 3) are: A. M. Harding, B.A., G. A. Thompson, F. Montague-Smith. Secretary: C. Barwell. Registered office: L. & N.E. Railway, Goods Depot, Marylebone Station, N.W.1.

**Motor Express Services, Limited.** (252,034).—Private company. Registered November 15th. Capital £2,400 in £1 shares. Objects: To acquire the business of motor coach proprietors, carried on by G. Barney and A. Barney at Grays, Essex, as "The Motor Express Services." The permanent directors are: G. Barney, A. Barney, S. Caplan. Registered office: 54 Orsett Road, Grays, Essex.

**R. Mackay & Company, Ltd.** (252,189).—Private company. Registered November 22nd. Capital £1,500 in £1 shares. Objects: To acquire the business of a road rolling and haulage contractor now carried on by R. Mackay at Westwood, near Coventry. The permanent directors are: S. Dawkins, E. Dawkins.

**Frosts (Motors), Limited.** (242,234). — Private company. Registered November 25th. Capital £8,000 in £1 shares (1,500 8 per cent. cumulative preference and 6,500 ordinary). Objects: To carry on the business of proprietors of motor omnibuses, motor carriages and mechanically-propelled vehicles of all kinds, etc. The directors are: H. W. Frost, W. H. Frost. Registered office: 70 Hallwood Road, Kettering.

**Overseas & Continental Produce Co., Ltd.** (252,262).—Private company. Registered November 26th. Capital £2,100 in £1 shares. Objects: To carry on the business of general import and export merchants, agents and traders, general railway, shipping and forwarding agents; haulage, cartage and transport contractors, etc. The permanent directors are: Boris Schakow, Siegfried G. Zinnow, Otto Dissen, Rene A. Caraman. Secretary: E. May.

**Alvarez Carriers, Ltd.** (252,246).—Private company. Registered November 26th. Capital £3,500 in £1 shares. Objects: To carry on business as garage proprietors, motor car and motor and other cycle manufacturers, motor car and cab proprietors, carriers of passengers and goods, and general haulage contractors, etc. The first directors (to number not less than 2 nor more than 5) are: F. E. White, H. Alvarez (both permanent). Registered office: 23 Woodstock Street, W.1.

**Broad and Montague, Ltd.** (252,276).—Private company. Registered November 27th. Capital £200 in £1 shares. Objects: To acquire the business now carried on at Blackheath, Kent, and elsewhere, by R. Broad and T. J. Montague as "Broad & Montague," and to carry on the business of haulage contractors, general carriers, warehousemen, wharfingers, lightermen, barge owners, bonded and common carmen, proprietors and repairers of and dealers in motor or steam lorries, garage proprietors, etc. The permanent directors are: R. Broad, T. J. Montague. Secretary: R. F. C. Baker.

**Bouts Bros., Ltd.** (252,335).—Private company. Registered November 29th. Capital £30,000 in £1 shares (5,000 8 per cent. cumulative preference and 25,000 ordinary). Objects: To carry on the business of common carriers for hire, motor transport contractors, motor coach proprietors, motor bus proprietors, etc. The directors are: E. L. Bouts, R. W. Bouts, C. C. Clarke. The two first named are permanent. Registered office: 137 Bow Road, E.3.

**Tyne Ferries & White Star Transport Co., Ltd.** (252,396).—Private company. Registered December 1st. Capital £7,500 in 3,500 6 per cent. preference and 4,000 ordinary shares of £1 each. Objects: To carry on the business of general carriers by land, water and air, Wharfingers, railway and forwarding agents, warehousemen, bonded and common carmen, proprietors of omnibuses, watercraft, aircraft and other vehicles, etc. The first directors are not named.

## Mortgages and Charges.

**Collister & Co., Ltd.**—Particulars filed on October 15th of debentures for an amount not exceeding in the aggregate £1,000, authorised July 30th, 1930, charged on the company's undertaking and property, present and future, including unpaid capital, the amount of the present issue being £1,000.

**Smith's Safeway Services, Ltd.** — Debenture dated October 15th, 1930, to secure £453 9s. 3d., charged on the company's undertaking and property, present and future, including uncalled capital. Holder: W. G. Edmond, 90 Aire Street, Middlesbrough.

**London Coastal Coaches, Ltd.** — Land Registration Charge on freehold land in Westminster, dated October 19th, 1930, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd.

**Holt Brothers (Rochdale), Ltd.**—Particulars filed of debentures for an amount not exceeding at any one time £10,000, authorised October 20th, 1930, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £5,000.

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**A. Hamson & Sons, Limited.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated October 28th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Limited.

**Wortley & Clifford, Ltd.**—Mortgage on land and buildings in road leading from Holly Lane to Chilwell, Notts., with fixtures, dated October 29th, 1930, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

**Renown Traction Company, Ltd.** — Debenture dated November 1st, 1930, to secure £1,900, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Christopher Dodson (1930), Ltd., Cobbold Road, Willesden, N.W.

**F. W. Jermy & Company, Ltd.**—Mortgage dated November 3rd, 1930, to secure £2,800, charged on land with freehold garage and buildings at Damside, Morpeth. Holders: The Misses E. and H. Wight, 2 Alma Place, Morpeth.

**J. W. Stocks, Ltd.**—Particulars filed of debentures for sums not exceeding £7,500, authorised November 5th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, the amount of the present issue being £3,500.

**Lonsdale Motor Haulage, Ltd.** — Debenture dated November 6th, 1930, to secure £1,500, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: H. M. Hilbery and F. C. Hilbery, 4, South Square, Gray's Inn, W.C.1.

**D. Mylon & Company, Ltd.**—Debenture dated November 6th, 1930, to secure £2,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: D. Mylon, "Beltrim," Chertsey Road, Shepperton.

**Public Works Transport, Ltd.**—Debenture dated November 12th, 1930, to secure £2,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: D. Mylon, "Beltrim," Chertsey Road, Shepperton.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Rutherford & Company (Tees-side), Ltd.**—Satisfaction in full on August 29th, 1930, (1) of mortgage securing moneys due or to become due from the company to the National Provincial and Union Bank of England, Ltd., dated December 20th, 1921, and registered December 22nd, 1921, and (2) of debenture dated August 28th, 1922, and registered September 11th, 1922, securing £3,500.

**Enterprise Bus Company (Clacton), Ltd.**—Satisfaction in full on September 12th, 1930, of debenture dated June 23rd, 1930, and registered June 25th, 1930. (According to the register of mortgages, the debenture registered June 25th, 1930, originally secured sums to Barclays Bank, Ltd., not exceeding £6,000).

**Enterprise Bus Company (Clacton), Ltd.**—Satisfaction in full on September 12th, 1930, of deposit of deeds dated July 1st, 1924, and registered July 8th, 1924. (According to the register of mortgages, the memorandum of deposit registered July 8th, 1924, originally secured all moneys due or to become due from the company to Barclays Bank, Ltd.).

**Richard Abel & Sons, Ltd.**—Satisfaction to the extent of £150, on October 8th, 1930, of second debenture dated August 10th, 1905, and registered August 14th, 1905. (Previously satisfied £250).

**Bucks Mechanical Transport, Ltd.**—Satisfaction in full on October 17th, 1930, of debentures 6, 7, 8, 9 and 10, for £100 each dated November 22nd, 1920, and registered December 1st, 1920. (According to the register of mortgages, the debentures registered December 1st, 1920, originally secured £1,500).

**Renown Traction Company, Ltd.**—Satisfaction in full (1) on October 30th, 1929, of debentures dated October 3rd, 1927, and registered October 4th, 1927, securing £1,300 and (2) on December 14th, 1929, of debenture dated March 17th, 1927, and registered same date securing £1,500. (Notices filed November 4th, 1930).

**Miller Traction Company, Ltd.**—Satisfaction to the extent of £1,000 on November 14th, 1930, of debenture dated July 12th, 1928, and registered July 13th, 1928.

## Receiverships (Appointment or Release).

**Fisher's Saloon Services, Ltd.**—C. G. Jolliffe, F.C.A., of Belvoir House, 45 Chepstow Road, Newport, Mon., ceased to act as Receiver on October 4th, 1930.

**Varney and Baker, Ltd.** — H. G. C. Wilson, Certified Accountant, of 13 Queen's Road, Coventry, was appointed Receiver and Manager on October 6th, 1930, under powers contained in debentures dated January 24th, 1927, and January 4th, 1929.

**Commercial Road Haulage, Ltd.**—I. Haylock, C.A., of Hull, was appointed Receiver and Manager on October 13th, 1930, under powers contained in a first mortgage debenture dated May 13th, 1929.

**Blue Band Bus Services, Ltd.**—C. P. Barrowcliff, of 55/57 Albert Road, Middlesbrough, ceased to act as Receiver and Manager on October 18th, 1930.

**Woodstock and Lait, Ltd.** — R. H. Andrews, of 68 Munster Road, Fulham, S.W.6, was appointed Receiver and Manager on October 18th, 1930, under powers contained in instrument dated January 12th, 1925. J. S. Hall ceased to act in the above capacities on October 9th, 1930.

**Gray's Coaching Service, Ltd.** — E. A. Froud, of 35 Craven Street, W.C.2., was appointed Receiver and Manager on October 22nd, 1930, under powers contained in debenture dated May 16th, 1930.

**Dawes' Motor Transport Company, Ltd.**—H. J. Herbert, of 40/42 Oxford Street, W.1, who was appointed Receiver and Manager on September 4th, 1930, under powers contained in instrument dated January 28th, 1930, ceased to act in those capacities on October 24th.

**Northern Roadways, Ltd.**—J. J. Hawkins, of 209/11 Abbey House, Victoria Street, S.W.1, ceased to act as Receiver on November 1st, 1930.

**R. & N. Barker Transport Company, Ltd.**—H. Longrigg, C.A., of 1 Dickinson Street, Manchester, was appointed Receiver on November 5th, 1930, under powers contained in mortgage debenture dated July 5th, 1922.


## NOTICES

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*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**DECEMBER, 1930.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 316. JANUARY 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# The Co-ordination and Development of Transport.

THE Royal Commission on Transport appointed in August 1928, under the Chairmanship of Sir Arthur Griffith-Boscawen, has now presented its third and Final Report and they have received high praise on all sides for the masterly way in which the reports have been presented. This Royal Commission, in fact, constitutes a record in as much as they have not waited until, after a long lapse of time their full report could be presented, when as has often been the case the need for action had passed, but by dividing their work up into three distinct sections they have had the extraordinary good fortune to see during their lifetime almost all the recommendations contained in the first two reports translated into an Act of Parliament. It is perhaps too much to expect after this that the third report will be acted upon with equal celerity and in fact the final report rather sets out the facts of the problem to be solved and makes recommendations which in the opinion of the Commissioners will help to ameliorate the difficulties of the situation, without pretending to have reached a definite solution.

The three sets of questions comprised in the Terms of Reference to the Royal Commission were as follows:—(1) those concerning the free and easy movement of traffic on the roads and its control, mainly from the point of view of safety; (2) those concerning the licensing of public service vehicles, and the co-ordination of the various forms of road passenger transport with the object of obtaining the best and most economical public service; and (3) those concerning the general co-ordination and development of all available means of transport.

The first set of questions were dealt with and conclusions and recommendations reached were embodied in the first report which was signed unanimously on July 19th, 1929. The second set of questions were considered and conclusions and recommendations signed, again unanimously, and presented on October 18th, 1929. The third set of questions are dealt with in the present report, for which the Commission have adopted the title of "The Co-ordination and Development of Transport." This report has been signed by every member of the Commission, but reservations have been made by Sir William Lobjoit, who disapproves of the proposals for licensing road hauliers; by Sir William Lobjoit and Major H. E. Crawfurd, who take a contrary view of the other members of the Commission on the suggestion put forward in some quarters for the capitalisation of the Road Fund. The Commission as a whole disapprove of this proposal, whereas the two members in question are of opinion that it should be investigated further. There is also a comprehensive memorandum submitted by Major H. E. Crawfurd dealing with the progressive reconstruction of built-up areas and further additional recommendations by Sir Robert Donald, Mr. F. W. Galton and Mr. William Leach. These members advocate the unification of transport under a National Transport Trust.

While we congratulate the members of the Royal Commission on the admirable way in which the final report has been drawn up and presented and the way in which they have made recommendations, have criticised all kinds of transport, and have made suggestions for their improvement, there are one or two questions which inevitably rise to the mind as the report is read through and considered. The first question is—Where are all these proposals leading? Is the day of competition drawing to an end, to be succeeded by rationalisation in its intensest form, leading to unification and finally nationalisation? Does co-ordination mean equal in order or rank between two or more forms of transport or does it mean subordination, one form being kept on top while another is either suppressed or kept under by means of legislation, taxation, and regulation? These thoughts and questions are all brought to the surface in reading this report. While the Royal Commission are concerned for the development of transport yet there is, underlying the report and springing up in various parts of it, the fixed idea that the railway companies must be maintained and restored to prosperity as a national asset and while many good

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recommendations are made for improving and developing other forms of transport, yet this is only proposed within certain definite limits and the result of the restrictions and recommendations which have been made is undoubtedly to assist the railway companies by making it very much harder for their competitors to carry on their business at a profit.

The first section of the report deals with railways and the Commission find that the present difficulties of the railways are due in the main to two causes, the long continued depression in trade and the road competition, the former being the more important. The Commission do not altogether approve of the policy of the railway companies in taking such a large financial interest in road passenger undertakings; they consider that the railway companies should be under a statutory obligation to provide a seat for each passenger who joins a main line train at its starting point; they express surprise that containers are not more generally used; they recommend the use of larger wagons for the heavy industries; they also recommend abolition of private ownership of railway wagons.

The next section of the report deals with Highways and the Commission do not favour any further construction of new arterial roads. They recommend that the activities of the Ministry of Transport and of the highway authorities should in future be concentrated on :—(1) the complete reconstruction of many existing roads; (2) the widening of roads; (3) the improvement of road junctions and lines of sight; (4) the construction of by-pass roads; (5) the strengthening of weak bridges; (6) the freeing of toll roads and bridges; and (7) the progressive reconstruction of built-up areas. The urgent need for improving existing roads is apparent to all road users but we are not sure that the recommendation to increase the number of by-pass roads is a good one, as we believe it is becoming increasingly general for vehicle owners to revert to the old established road, instead of using the by-pass roads which have been constructed. The recommendations of the Commission as to weak bridges deserve special attention and we trust that these will be carried out with all possible speed. To strengthen our main roads, to make wider and straighter roads and still to allow the bridges which form a vital link between one section of the road and another to remain in their present condition is to stultify entirely the benefit which would otherwise result.

The third section deals with road transport and the first subject considered is a highly controversial one upon which opinions are divided : it is the proposal to licence road hauliers, this scheme being supported by the Transport & General Workers' Union, the National Road Transport Employers' Federation, and the Long Distance Road Haulage Committee of Inquiry. On the other hand the Commercial Motor Users' Association are definitely opposed to a system of this kind. One can easily understand the attitude of established and well organised road transport undertakings who are constantly subject to what they consider is unfair competition from mushroom concerns, not established on financially sound lines or properly organised to carry on a road haulage business successfully. It is not easy to see, however, where this system would lead as it is estimated that a large proportion of the present road traffic is in the hands of merchants and manufacturers carrying their own goods and having their own transport department. Any licensing system which resulted in increased charges would inevitably result in still more traffic being carried by the trader instead of being handled by the road transport contractor.

The fourth section deals with tramways and trackless trolleys and the Commission have come to the conclusion that tramways, if not an obsolete form of transport, are at all events in a state of obsolescence. They recommend therefore, that no additional tramways should be constructed and that they should gradually disappear and give place to other forms of transport.

The fifth section deals with canals and inland waterways and the Commission report it as their considered opinion that certain canals still possess considerable value as a means of transport and that properly rationalised and developed they can be made to render much useful service to the community in the future.

The sixth section deals with harbours, docks, and coastwise shipping and the recommendations reached by the Commission are that the first step to be taken to assist coastwise traffic is the improvement of the ports used by coasting vessels as the evidence which they have received shows that many of the ports most used by and most useful to coastwise traffic are in a state of decay.

Finally the Commission deal with the co-ordination of transport, excluding transport by air. The difficulty they find in the way of co-ordinating goods transport is that they have reached the conclusion that this branch of transport is not organised. If goods transport by road were organised then it would be comparatively simple to co-ordinate it with railway transport. They consider it would be a great mistake to attempt to coerce road transport and that it would rightly be strongly objected to by the transport agencies as well as by the traders and would probably prove quite ineffective in practice. They believe that a great deal can be done by other means and they recommend the appointment of a permanent Advisory Council on Transport which would study transport problems and advise the Minister as to action which he might usefully take to promote the co-ordination, improvement and development of transport generally. We presume the intention is to do on a national basis what is at present being done by the London and Home Counties Traffic Advisory Committee. When they come to consider what should be the place of each form of transport in the general scheme of things they realise the immense difficulty involved in answering such a question. For instance they ask who is to decide what rail services are desirable in the public interest and what amount of coastwise shipping? Or what goods should in the national interest be sent by rail, road, canal or ship?

This is the crux of the whole question and upon a right solution of the problem the future welfare of this Country may depend.

In another part of this issue we give an abstract of the main conclusions of the report which deserves and will certainly receive the closest consideration and scrutiny of all directly concerned with transport in general, and road transport in particular.

## Railway Traffic and Trade Depression.

The Royal Commission on Transport, whose report is dealt with at length in this issue, state that the railways of this country are suffering from two main causes, the first being the general trade depression and the second road transport. While it is inevitable that any competitive form of transport should take a certain amount of traffic from the older form, yet we are firmly convinced that the only way to prosperity for the railway companies lies in a return of prosperity to the country generally. Transport is indeed a barometer of trade and nothing could show more clearly the state of depression in industry and trade than the figures of the railway companies returns for the past twelve months. It is no good attempting to bolster up anything which is obsolete and uneconomical by inflicting heavier burdens on its competitors. We do not agree for a moment that this is the case with the railways and we consider the Royal Commission on Transport have made a great mistake in endeavouring to legislate in favour of the railways at the expense of their competitors. The one essential, as we have said, is the return of prosperity and all our energies should be employed to secure this great end.

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## The Motor Coach Ban.

In our last issue we referred to the proposed ban on motor coaches in the central area of London. The Motor Hirers and Coach Services Association has been actively engaged in fighting this proposal and has held meetings of protest and has brought all its influence to bear on the Minister of Transport to prevent the scheme being put into operation. So great has been the outcry that it is stated that the Minister is reconsidering the question and as a matter of equity we maintain that it is impossible to support any such decision. If it be necessary to ban any class of road vehicle from the streets of London, and we do not admit this for a moment, then the first line of attack should be on the private cars, which come into the central area each day in thousands and in many cases containing only one passenger driven by a chauffeur. These are the business and professional men who in former days occupied the first-class carriages of the railways and whose motor cars add tremendously to the congestion of our streets at their busiest times. Motor coaches, containing from 20 to 30 passengers each, are a great convenience to the general public and have become a necessary part of our transport system and there is no ground that we can see for excluding them from any part of the metropolis. Proposals to differentiate between one class of vehicle and another or to ban one type of motor car while admitting another are unfair and unjust and if once the principle is admitted there are no lengths to which such legislation or regulation cannot be carried.

## Newport Chamber of Commerce.
### Annual Banquet.

THE principal guest at the Annual Dinner of the Newport Chamber of Commerce was Mr. Richard D. Holt, Senior Partner of Alfred Holt & Co., and Chairman of the Mersey Docks and Harbour Board. Mr. Lod M. Rees, President of the Chamber presided at the Banquet which took place on December 12th, last.

A distinguished company gathered for this important occasion, amongst the guests being The Mayor of Newport, The Lord Mayor of Cardiff, Sir Leolin Forestier-Walker, the Hon. Evan Morgan, Mr. A. W. Heard, Chairman of the British Association of Shipping & Forwarding Agents, a Past President, Councillor J. H. Swallow, Deputy Chief Docks Manager, Great Western Railway, and Councillor Alfred E. Pugh, the Secretary of the Chamber.

The Toast of "Trade, Commerce and Industry" was proposed by Sir Leolin Forestier-Walker in one of the happy, racy speeches for which he is noted.

Mr. Richard Durning Holt, responding, said that they were all worried about the state of our commerce. We were undoubtedly in serious trouble, but it was true that almost everywhere else things were worse. On the other hand it was well to remember the extent to which all countries were dependent upon one another. Nothing, in his opinion, would do more to re-establish the trade and commerce of the world than the establishment of a good Government in China. The troubles in India also were causing a serious set-back to our trade. Though the staple trades were doing badly there was a considerable number of new trades that were not doing badly at all, and on the whole, perhaps things were not altogether as bad as they seemed.

Freedom was needed, too, for the man of enterprise. We should never get commercial success unless the men who entered it were allowed to have a free run for their money and were permitted to reap the reward of their enterprise. He thought the men who succeeded were taxed too much. Public economy was needed, too. Nobody was going to work to earn and to save money if the sole result was to be the coming round of the tax-collector. We were not going to return to prosperity save by hard work and self-sacrifice, and by drastic economy during the next four years.

Speaking of the coal trade he said that he wished the people concerned in it would realise that there were now other sources of heat and power, and that unless they were a little more obliging to their customers than they had been during the last ten years their customers would look around for other sources of supply.

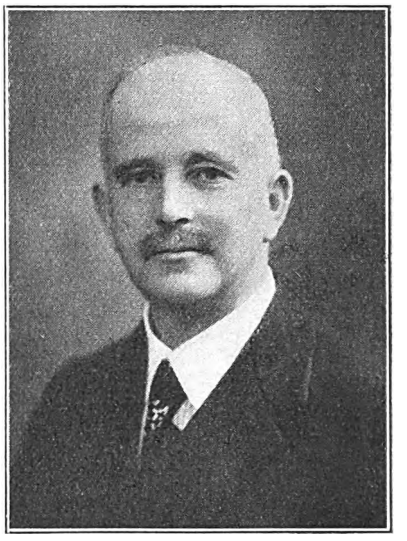
The Hon. Evan Morgan proposed Newport Chamber of Commerce, to which the President replied.

## New Year Honours.

THE list of New Year Honours announced on January 1st contains several names of interest in connection with transport.

**BARON.**

**Sir Ernest Lamb, C.M.G., J.P.,** although no longer actively connected with the transport industry is still remembered by a large circle as the Chairman and Governing Director of Foster's Parcels & Goods Express, Ltd. He was appointed C.M.G. in 1907 in recognition of his services as Chairman of the Colonial Premiers' Reception Committee in the City of London. This was followed by a Knighthood in 1914. He sat in the House of Commons as Liberal Member for Rochester from 1906 to 1910 and again from 1910 to 1918. He has been a Justice of the Peace for the County of Surrey since 1907. He has been a member of the City of London Corporation since 1903 and is one of H.M. Lieutenants for the City of London. He was Chairman of the Bridge House Estates Trust when H.M. the King opened the new Southwark Bridge. He has been Chairman of the City of London Schools' Committee and of the City of London Police Committee. He is a Trustee of the Crystal Palace. In 1928 he was appointed Joint-Chairman, with the Bishop of Lichfield, of the National Emergency Committee of Christian Citizens. For over 20 years he has been a Connexional Treasurer of the Wesleyan Methodist Church.



SIR ERNEST LAMB, C.M.G., J.P.

He has kept in close connection with transport, having been for the past 10 years on the Panel of Experts of the Ministry of Transport under Section 23 of the Transport Act, 1919, and latterly has been very much engaged in Conferences at the Ministry of Transport in connection with the Co-ordination of Road Passenger Transport.

**PRIVY COUNCILLOR.**

**Herbert Stanley Morrison, J.P., M.P.** Mr. Morrison is well known to every member of the transport industry and particularly those engaged in road transport through the Road Traffic Act, 1930, which has just come into operation. He has been a Member of Parliament for South Hackney having been elected in 1923 and again in 1929, being appointed Minister of Transport in the latter year. He was Mayor of Hackney 1920/21, Hon. Secretary to the London Labour Party; Chairman of the National Labour Party 1928/29; a Justice of the Peace for the County of London.

MR. HERBERT MORRISON, M.P., MINISTER OF TRANSPORT.

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**KNIGHTS BACHELOR.**

**Henry Howard Piggott, C.B., C.B.E.,** Deputy Secretary Ministry of Transport. Sir Henry Piggott was educated at Kingswood School, Bath, and Corpus Christi College, Oxford. He was Assistant Master, Bradfield College, 1895-1902, H.M. Inspector of Schools, Board of Education, 1904-1915; joined the Ministry of Munitions 1915; made Private Secretary of Minister of Munitions 1916; Assistant Secretary, Ministry of Munitions 1917.

**David John Owen,** General Manager of the Port of London Authority. Sir David Owen has been General Manager to the Port of London Authority since 1922 and during this period has served at the premier port of Great Britain with distinction. Born and educated in Liverpool he was in the service of the Mersey Docks and Harbour Board for 13 years and afterwards was Manager and Secretary of Paul Bros., Flour Millers, of Liverpool and Birkenhead. In 1908 he was appointed Assistant Manager, subsequently becoming Manager of Goole Docks. In 1915 he was appointed General Manager and Secretary of the Belfast Harbour Commissioners. He is Lt.-Colonel in the Engineer and Railway Staff Corps of the Royal Engineers; a Vice-President of the Institute of Transport and a member of the Executive Committee of the Dock and Harbour Authorities' Association. He has published several books, including "A Short History of the Port of Belfast," "A History of Belfast," and "The Port of London —Yesterday and To-day." He is interested in art and is President of the P.L.A. Staff Arts and Crafts Society.

SIR D. J. OWEN.

## Personal Notes.

**Director of Civil Aviation.**—The Secretary of State for Air has, with the consent of the Government of India, appointed Lieutenant-Colonel Francis Claude Shelmerdine, O.B.E., at present Director of Civil Aviation in India, to the vacant post of Director of Civil Aviation in the Air Ministry. Lt.-Col. Shelmerdine was born on 25th October, 1881. He first served with the 11th (S) Battalion, Yorkshire Regiment, and was transferred to the Royal Flying Corps, with the rank of Temporary 2nd Lieutenant in July, 1915. By the 22nd June, 1917, he had risen to the rank of Temporary Lieut.-Col., which rank he retained upon the formation of the Royal Air Force on 1st April, 1918. His war service with the Air Services extended from 10th July, 1915, until the Armistice, for which he received the Order of the British Empire (Military Division). Lt.-Col. Shelmerdine subsequently held appointments under the Directorate of Civil Aviation, both at home and in Egypt, up to the time of his appointment as Director of Civil Aviation in India in 1927.

**Traffic Commissioner for the Metropolitan Traffic Area.**—The Minister of Transport has appointed Mr. Gleeson Edward Robinson, M.C., LL.D., to be the Traffic Commissioner for the Metropolitan Traffic Area under the Road Traffic Act, 1930. Since February, 1925, Mr. Robinson has been the British Member of the Third Division of the Anglo-German Mixed Arbitral Tribunal set up under the Treaty of Versailles to carry out the work of adjusting and deciding claims between British nationals and Ex-Enemy nationals and Ex-Enemy Governments. Before the War, he was in private practice as a solicitor, which he surrendered to join the Army during the War. From 1920 to 1925 he was Secretary to the Clearing Office (Enemy Debts). He was called to the Bar in 1920.

**Chairman of Traffic Commissioners for Yorkshire and Eastern Areas.**—Sir Haviland Hiley, K.B.E., whose appointment as a Traffic Commissioner under the Road Traffic Act was announced by the Minister of Transport on December 10th last and recorded by us in our December issue will be the Chairman of the Traffic Commissioners in the Eastern Area. Mr. J. Farndale, C.B.E., Chief Constable of Bradford, has been appointed Chairman of the Traffic Commissioners in the Yorkshire Area. Mr. Farndale has for some considerable time been connected with the control of traffic and the licensing of vehicles. He was Chairman of the Conference of Representatives of Police Forces in Great Britain and Road Users in 1924 and was a member of the Ministry of Transport Committee on Street Traffic Noises. While chief constable of Bradford he was executive officer of the local licensing committee controlling public service vehicles.

**Liverpool C.M.U.A.**—The new secretary of the Liverpool Area Committee of the Commercial Motor Users' Association is Mr. C. Dudley Whitnall, A.C.A., A.S.A.A., who succeeds his father, the late Mr. Charles Whitnall, whose death was reported in our last issue. Mr. Whitnall is quite familiar with the affairs of motor users and in the last five years was in partnership with his father. During that time he has made himself quite au fait with the work of the organisation and the difficulties of its members. At the December meeting of the Area Committee, at which Mr. A. C. Bloomer presided, sympathetic reference was made to the passing of Mr. Charles Whitnall and Members were singularly united in the desire to see his son fill the office of secretary. The other business of the meeting was mainly of a routine character.

MR. C. DUDLEY WHITNALL, A.C.A., A.S.A.A.

**British Railways' Advertising and Public Relations Committee.**—Mr. W. H. Fraser, Publicity Agent, G.W.R., has been appointed Chairman of the British Railways' Advertising and Public Relations Committee for the year 1931.

**F. S. Heaton—a new development.**—We offer good wishes to Mr. F. S. Heaton, who is well-known in his connection with John Fowler & Co. (Leeds), Ltd., and who has now opened up on his own account as agent for several well-known firms, these comprise John Fowler and Co. (Leeds), Ltd., agent for the sales of mechanical street gully emptiers in England; William Bunce & Son, Ashbury, Swindon, agent for the North of England and Scotland for the "Ashbury" road gritting machine; John King & Co. (Leeds), Ltd., agent for Yorkshire, Lancashire and Cheshire; the Box Grouting & Spraying Co., Broadheath, agent for grouting and spraying contracts. Mr. Heaton's address is 45 Estcourt Avenue, Headingley, Leeds, where he will be pleased to hear from any of his friends.

## Obituary.

**Death of Mr. George Martin Gamble.**—It is with very deep regret that we have to record the death of Mr. George Martin Gamble, A.M.I.Mech.E., which took place suddenly on December 18th last from heart failure. Only as recently as October 1st last Mr. Gamble was appointed Sales Manager to Karrier Motors, Ltd., Karrier Works, Huddersfield, and his death whilst in the prime of life came as a tremendous blow to the staff for he was busily engaged in his office only twelve hours previously.

**Death of Mr. Alfred H. Wilde.**—We regret to record the death, which took place on December 25th last, of Mr. Alfred H. Wilde, chief engineer of the Standard Motor Co., Ltd. It was recently announced that Mr. Wilde was shortly resigning from the Standard Motor Co. in order to become consulting engineer to the Humber Hill combined companies.

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# Co-ordination and Development of Transport.

## Licensing of Road Hauliers—Advisory Council on Transport.

### Final Report of Royal Commission.

FAR-REACHING recommendations for the regulation and control of all forms of transport in Great Britain are made in the third, and final, report of the Royal Commission on Transport, just issued.

The Commission was appointed to take into consideration the problems arising out of the growth of road traffic and, with a view to securing the employment of the available means of transport in Great Britain (including transport by sea, coastwise, and by ferries) to the greatest public advantage, to consider and report what measures, if any, should be adopted for their better regulation and control, and, so far as is desirable in the public interest, to promote their co-ordinated working and development.

In its essentials the report is a unanimous one, and it is signed by Sir Arthur Griffith-Boscawen (the Chairman), the Marquis of Northampton, the Earl of Clarendon, Sir Matthew G. Wallace, Sir Robert Donald, Sir Ernest W. Hiley, Sir William G. Lobjoit, Major I. Salmon, M.P., Major H. E. Crawfurd, Mr. J. Learmouth, Mr. W. Leach, M.P., and Mr. F. W. Galton.

The Secretary was Mr. R. H. Tolerton, D.S.O., M.C., of the Roads Department, Ministry of Transport, and the Assistant Secretary, Mr. A. Spence, also of the Ministry of Transport, and to these gentlemen the Commissioners tender their warmest thanks and appreciation of their services.

The Report begins by pointing out that it soon became apparent to the Commission that three different sets of questions were involved in their Terms of Reference—(i) those concerning the free and easy movement of traffic on the roads and its control, mainly from the point of view of safety; (ii) those concerning the licensing of public service vehicles, and the co-ordination of the various forms of road passenger transport with the object of obtaining the best and most economical public service; and (iii) those concerning the general co-ordination and development of all available means of transport.

The conclusions and recommendations of the Commissioners concerning the first set of questions were embodied in the Commission's First Report, "The Control of Traffic on Roads," signed unanimously on July 19th, 1929, and their Second Report, "The Licensing and Regulation of Public Service Vehicles," contained recommendations on the second set of questions and was signed, also unanimously, on October 18th, 1929.

The third set of questions form the subject of this, the Third (and Final) Report.

#### AIR TRANSPORT.

IN the Introduction the Commissioners point out that their terms of Reference cover the whole field of transportation, not excluding air, but air transport is still in its infancy from a commercial point of view and they have not felt it necessary to report upon it but they express the hope that a timely guidance be exercised so that its development may be directed on sound lines and so that this latest form of transport is not allowed to expand in the more or less casual and haphazard way in which earlier forms —particularly road transport—have been permitted to develop.

The importance of adequate, efficient and cheap transport facilities cannot be over estimated, particularly in a country such as Great Britain whose trade consists to so great an extent in the importation of food and raw materials and the exportation of manufactured goods.

#### ROAD AND RAIL COMPETITION.

Progress in the development of transport facilities has always produced rivalry between the established and the newer forms, and the existing state of competition between road and rail is but a repetition of history. Prior to the development of the mechanically-propelled road vehicle, the railways provided by far the greatest proportion of the transport facilities in Great Britain, and there can be no doubt that during what has been called the "railway era" they reached a very high standard of efficiency and contributed more, perhaps, than any other single agency to the building up of our trade. The growth of road traffic, however, has been so rapid during the past decade that an entirely new situation has developed. At first regarded as complementary, road transport soon became highly competitive with rail transport, and this, accentuated by the depression in the heavy basic industries and the staple textile trades—an unfortunate feature of recent years—has created problems not peculiar to this country alone. If allowed to continue unchecked or uncontrolled the evil results of this competition will become even more serious, and will not only adversely affect the financial stability of those who provide transport facilities but will also hamper the development of trade and the economic progress of the Nation. Throughout our enquiries we have constantly kept in view the desirability of securing the use of all available means of transport to the greatest advantage in the national interest, and of harmonising conflicting interests, so far as possible, with a view to avoiding the disastrous consequences we have indicated. In particular, we have kept prominently before us the results of the great development of transport by road, which was without doubt the principal reason for our appointment, and it is from this aspect chiefly that we have approached the problems involved.

#### THE POSITION OF THE RAILWAYS.

In the chapter dealing with Railways the Report points out that no civilized country can exist without railways and notwithstanding their recent competitors on the roads and in the air, railways hold their place and, so far as can be seen, are indispensable for many purposes. Long-distance passenger traffic, intensive "business" passenger traffic, and the conveyance of all kinds of goods traffic in bulk could not be carried on without the existence of railways. Whatever else may happen—and without for a moment questioning the great advantages which mechanical transport by road has conferred and may further confer upon trade, or the possibility of the far greater development of air services—it is clear that the maintenance of an efficient railway system is a national necessity.

The Report then proceeds to indicate, in a general way, the extent to which railways are subject to regulation, and then continues:—"No doubt much of it was desirable and indeed necessary in the public interest in the case of an undertaking which enjoyed a virtual monopoly, but times have changed; much of the element of monopoly has now disappeared and we are tempted to wonder whether in present circumstances regulation is not over-done in certain directions. Certainly it proved a serious handicap to railways when they found themselves faced with road competition which, in striking contrast, has been allowed up to the present to develop with an extraordinary lack of regulative control even from the very important point of view of public safety."

The effect of grouping under the Railways Act was to abolish competition between rival companies over the greater part of the country; competition remains only at points which may be called frontier towns between respective territories. Although these territories were no doubt planned with a view to causing as little disturbance as possible to the companies as they then existed, they were not scientifically arranged on a geographical basis, and in many cases one group extends far into the territory of another. It would appear to be desirable from the point of view of economical working that each company should confine its attention to the needs of its own particular area. Joint lines should be merged in one or other of the groups. With regard to competition at points where two territories join it would be advisable that the traffic at these points should be pooled.

#### PUBLIC NOT LIKELY TO GIVE UP ROAD TRANSPORT.

The Commission recognises that the present difficulties of the railways are due, in the main, to the long continued depression in trade, and road competition. Road competition must continue to affect the railways adversely. The advantages of cheap and comfortable road transport are so great that the public, now that it has become accustomed to them, is not likely to give them up—nor is there any reason why it should. Similarly, the conveyance of certain classes of goods direct from door to door is so advantageous that the railways are bound to lose permanently to the road a certain amount of traffic. But as regards competition generally between road and rail, the question arises whether the railway companies have done and are doing everything possible to meet it.

It has been suggested to us, the Report continues, that when road competition first began to be serious from a railway point of view—that is, immediately after the War—the railways were caught napping and failed to take sufficient steps

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to meet the new situation. We have already referred to the exhausted condition of the companies after the War and the serious nature of the problems which engaged the attention of their staffs in connection with the amalgamations effected under the Railways Act. It is only fair to make due allowances for these matters. But it cannot be denied that in the days of their monopoly the railways had in some ways insufficiently studied the needs of the public, and that their policy had become unduly conservative. It is remarkable that there has been practically no improvement in locomotive speed in this country during the last eighty years. It seems obvious that if the railways desire to prevent further losses in passenger traffic, their schedules should be thoroughly overhauled and the whole of the services should be speeded up and made more convenient to the travelling public.

### FARES.

In connection with passenger traffic on the railways, the Report states that the fares quoted by road companies are generally much less than those charged on the railways, and the Commissioners suggest that a general revision and lowering of fares by the railway companies would do far more towards the recovery and restoration of their passenger traffic than the methods adopted by them at present.

### A SEAT SHOULD BE PROVIDED.

The mere fact of purchasing a ticket for a journey by motor coach assures the intending passenger of the certainty of obtaining a seat for the journey, but this is not the case when one takes a railway ticket and the Commission recommend that railway companies should be placed under a statutory obligation to provide a seat for each passenger who joins a main line train at its starting point and with regard to passengers joining a train at other stations on the route, the companies should make greater efforts to find this accommodation, the lack of which causes much discomfort.

### RAILWAYS' ROAD TRANSPORT POWERS.

The chief method adopted by the railway companies to protect themselves against road competitors appears to be to "get on the road" themselves, the Report continues. Since the four railway groups obtained their road transport powers in 1928, they have displayed almost feverish activity in acquiring existing road transport undertakings, or at least a substantial interest in them, and have expended a great deal of capital in so doing; in many cases they have done this in co-operation with municipal authorities. This policy is being continued and it appears likely that in a few years the railway companies will become the largest road operators, at any rate so far as passenger services are concerned. In so far as this policy makes for the better co-ordination of rail and road services—the road services feeding and supplementing the rail services with through bookings and other facilities—we welcome it; but any attempt on the part of the railway companies to starve road services for the purpose of putting an end to reasonable competition would be bitterly resented and opposed by the public and would not, we feel confident, be permitted by the Area Traffic Commissioners set up under the Road Traffic Act.

On the general principle of the policy now being followed by the railway companies, we cannot refrain from expressing a feeling of doubt whether it is wise for the companies to expend large capital sums for the purpose of establishing services which may be in direct competition with their business as railways. We feel that possibly such capital would be better applied to the electrification of their suburban lines.

### USE OF CONTAINERS.

The use of containers is another direction in which the Commissioners think greater progress might be made. The great advantages of containers, particularly in minimizing the risk of damage and in reducing the amount of handling, are so obvious that it is a matter of some surprise that they are not more generally used.

The Commissioners do not fail to recognise the great services railways have rendered and are rendering to the country and are profoundly conscious of the importance of maintaining an efficient and prosperous railway system. Railways are far from having been rendered obsolete by newer forms of transport. For many purposes—in fact for the main business of transport—they are indispensable, even though newer forms of transport have, in some ways, modified the position they previously held. In addition to this, an immense proportion of capital is invested in the railways, and, so long as they remain indispensable, the Nation cannot afford to place this capital on the scrap heap or even to render it partially unremunerative. The aim should be to harmonize and co-ordinate the newer and the older forms of transport with the object of obtaining from each the maximum of advantage.

## HIGHWAYS.

In the Chapter headed "Highways" the Commissioners state it would probably be no exaggeration to say that our roads are the best in the World, but, while readily giving credit for all that has been accomplished in the past ten years it is felt that much more remains to be done. There is much talk of the congested state of our highways, but in referring to road congestion it is necessary to exercise considerable caution. An examination of them shows conclusively that our highway system as a whole is not congested and that for the most part it affords adequate facilities for traffic. On Saturdays and Sundays the almost complete absence of commercial traffic gives a sense of spaciousness in our city streets which is completely lacking on other days, but the largely increased number of motor coaches and private cars brings on some roads outside the built-up areas a condition of congestion which does not exist during the rest of the week.

Recording their observations and recommendations regarding roads outside urban centres the Commissioners say, looking at the network of highways which spreads over the country, and considering the mileage of new construction which has been completed during the last ten years and that which is either now in hand or about to be commenced, they have come to the conclusion that they cannot support any scheme which would involve the expenditure of very large additional sums of public money on the provision of new arterial roads.

While they see no need for the construction of new roads on a large scale the Commissioners do not wish to convey the impression that they are opposed to all new construction. There is, for example, the important question of the provision of by-pass roads which they consider very desirable and, in many cases, absolutely essential. Apart from these, however, they feel that the chief direction in which progress can most usefully be made lies in the improvement of existing roads.

Taking a broad survey of the highway system of to-day they make a strong recommendation that the activities of the Ministry of Transport and of the highway authorities should in future be concentrated on:—

(i) the complete reconstruction of many existing roads;
(ii) the widening of roads;
(iii) the improvement of road junctions and lines of sight;
(iv) the construction of by-pass roads;
(v) the strengthening of weak bridges;
(vi) the freeing of toll roads and bridges;
(vii) the progressive reconstruction of built-up areas.

### BRIDGES.

The Commissioners state that they have received a good deal of evidence from users of the highway regarding the difficulties and loss of time caused by bridges which are now of insufficient strength to carry with safety many of the vehicles wishing to pass over them.

There is a large number of these bridges, probably about 7,000, and among them are those owned by bodies (*e.g.*, railway and canal companies) other than highway authorities. Such bridges have been constructed under statutory powers and, broadly speaking, the legal requirements regarding strength are based on the needs of the traffic which existed at the time of the construction of the bridge. In effect this means that no account whatever has been taken of the needs of modern traffic.

It is understood that some progress is being made with the reconstruction of weak bridges, principally those which are vested in highway authorities, and that they are being dealt with at the rate of three hundred to four hundred a year. But, in the opinion of the Commissioners this is not sufficient. They recommend that special efforts should be made by the Ministry to secure reconstruction at a much quicker rate and a special programme should be formulated in regard to weak bridges; that the programme should provide for the work to be done at the rate of not less than one thousand bridges a year; and that special sums from the Road Fund should be definitely set aside for the purpose. The programme recommended would soon eliminate the number of weak bridges vested in highway authorities; there remain, however, those bridges which are privately-owned. The owners of these bridges are in most cases bound to maintain the bridge only to the standard required to carry the traffic in existence at the time the bridge was built, and they are naturally not prepared to incur any expenditure in excess of their statutory obligations. Further, it might be argued by, say, a railway company or a canal company that for them to improve a bridge so as to permit heavier weights to pass over it would mean helping their competitors on the road.

The Commissioners recommend that private ownership of all bridges carrying public highways should be abolished, and that such bridges should be vested in the appropriate highway authority. A start should be made with those bridges which carry classified roads, and the process should be pressed forward with all practicable speed. The initiation of these transfers should normally rest with the highway authorities, but to this they would add another recommendation—and one to

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which they attach great importance—namely, that the Minister of Transport should be empowered to direct the transfer of any bridge or bridges should he be of opinion that such transfer is particularly desirable, or should he be dissatisfied with the rate at which transfers are taking place, either in the country generally or in any particular district.

LEVEL-CROSSINGS.

Railway level-crossings should be speedily eliminated and replaced by bridges or tunnels.

TOLL ROADS AND BRIDGES.

In this century a toll road or bridge is an anachronism and should be abolished. The difficulty of expense should not be allowed to stand in the way of a very desirable end.

FIT THE STREETS TO THE TRAFFIC.

The great schemes of reconstruction of the highway system that the last ten years have witnessed outside built-up areas have followed the revolution of road traffic consequent upon the appearance of the motor car. But nothing has been done up to the present that touches more than the fringe of the problem in our great cities. To regulate and co-ordinate existing traffic, to prohibit the increase of licensed vehicles on particular routes, and similar measures, are quite inadequate to deal with the problem. The Commissioners admit that certain improvements have been made—notably in the matters of one-way traffic, "round-abouts" and signalling—but it is clear that the object of these improvements is to fit the traffic to the streets and not the streets to the traffic. Instead of restricting traffic to the existing street accommodation exactly the reverse is the aim which should be kept in view—the street area should be planned to accommodate not only existing but possible future increases in the volume of traffic.

"MOTORWAYS."

Periodically proposals are put forward for the construction by private enterprise of special roads reserved for motor traffic. The suggestion is that the necessary capital should be sought in the open market and that the promoters should look for their revenue to the tolls to be charged to users. The Commissioners are strongly opposed to any suggestion of this nature. They have recommended the abolition of tolls, and are not prepared to support any proposal which would have the effect of creating new tolls or prolonging the life of existing tolls.

HIGHWAY EXPENDITURE AND MOTOR TAXATION.

Considering the difficult subject of the relationship between highway expenditure and the taxation of mechanically propelled vehicles the Commissioners state that a considerable volume of evidence has been directed to this matter, and they confess that in spite of the great amount of thought they have given to it, they have been unable to reach a conclusion which they could confidently put forward as demonstratively and mathematically sound and they wish to enunciate the general principle that in relation to highway expenditure the owners and users of mechanically propelled road vehicles should have no preferential treatment on the one hand, and on the other, they should not, because they happen to employ a particular form of transport, be subjected to anything in the nature of a sumptuary tax.

The total annual cost of the highways in Great Britain is £60,000,000: towards this the ratepayer finds £40,000,000 and the motorist £20,000,000. That is to say, the ratepayer finds two-thirds, and the motorist one-third of the annual cost. But the £20,000,000 paid into the Road Fund does not represent the total of the taxation paid by the motorist, since one-third (about £5,000,000) of the proceeds of taxation on private cars and motor cycles does not find its way into the Fund. In addition, the proceeds of the petrol tax (towards which the motorist contributes about £14,000,000) remain outside the Fund; these are paid into the Exchequer and are used for general purposes. Taking these additional sums into account, the motorist, *qua* motorist, is paying £40,000,000 a year, a sum equivalent to two-thirds of the annual cost of the highway system. Further, in 1927, the Road Fund was "raided" to the extent of £7,000,000, and in 1928 to the extent of an additional sum of £12,000,000. The Commissioners are deeply concerned that two raids have taken place practically without warning, and that two very large sums of money, collected for a certain purpose and definitely hypothecated for that purpose, should have been diverted to other purposes. And they are concerned, too, with the possibility of similar raids taking place in the future. In their opinion, these raids present no redeeming feature; they are bad finance since the ever-present fear of a recurrence makes it quite impossible for any Minister of Transport to formulate with any degree of confidence a firm policy to be followed in years ahead, and adds greatly to the difficulties of highway authorities.

The Commissioners are satisfied that the users of mechanically propelled vehicles are not, as a class, paying too much in taxation. Nor do they think that in a general way they are paying too little. But they consider that the ratepayers are bearing too great a proportion, and that their burden in respect of roads is becoming intolerable. It is the Commissioners unanimous opinion that, unless some relief is given, the improvement of the highways, which is so necessary, will be greatly retarded. The present proportions should be reversed, and in future one-third of the cost of the highways should fall on the ratepayer and two-thirds should be borne by the motorist. On the present figures, this relief to the ratepayer can be given without involving any increase in the amount paid by the motorist if the amount now retained by the Exchequer from the proceeds of taxation on private cars, as well as the proceeds of the petrol tax, are credited to the Road Fund. No proceeds of taxation (including the petrol tax) on mechanically propelled vehicles used on the roads should be diverted from the Road Fund if such diversion involves a reduction of the amount contributed in respect of these vehicles to a proportion less than two-thirds of the total annual cost of the highway system.

The Commissioners recommend that the normal rates of grant made from the Road Fund should be increased to 75 per cent. in the case of Class I and to 65 per cent. in the case of Class II roads, and that a suitable adjustment should be made as regards the amount included in respect of highways in the block grants now given to certain authorities, so as to bring the total contribution from the Road Fund in respect of all highways to a sum equivalent to two-thirds of the total cost.

INCIDENCE OF TAXATION.

Although the Commissioners are satisfied that the users of mechanical transport on the roads are not, as a class, paying too much towards the cost of the highway system, they make recommendations on the subject of the relative proportions paid by the various classes of mechanical propelled vehicles.

When we attempt the Report continues to deal with the question of the precise amount of damage which a particular vehicle or class of vehicle does to the road, we immediately enter the field of speculation. Expert opinion, however, is not absent and it supports the conclusion we have reached that the class of vehicle responsible for by far the greater part of the wear and tear on the highway is the heavy commercial lorry, particularly when travelling at speeds in excess of the legal maximum. It is the combination of speed and weight that has such disastrous effects on the carriageway. We have used the expression "heavy commercial lorry," but this, although popularly understood, is not one recognised in any Act. The type of vehicle to which we refer is that coming within the definition of "heavy motor cars" contained in Section 2 of the Road Traffic Act, 1930.

MAXIMUM UNLADEN WEIGHT.

The Commissioners recommend that no heavy motor car should be allowed to exceed 10 tons in weight unladen; that the maximum laden weights should not be increased; and that the maximum weight on any wheel should not exceed 4 tons. While they recognise that in certain circumstances heavy loads must be carried by road and that for this purpose the vehicle with six and eight wheels has advantages over that with only four, they recommend that, as a general principle, the use of lighter vehicles—say, 4 tons or less in weight unladen—should be encouraged in the interests of the highways and their users, and that the use of vehicles with an unladen weight in excess of 4 tons should be discouraged.

INCREASED TAXATION?

Apart from actually prohibiting the use of vehicles over 4 tons in weight unladen—a course which they do not propose—the only means of effectively discouraging their use is to increase the licence duty payable. They recommend, therefore, that the amount of duty payable in respect of these vehicles should be increased. Further, as they observe that a flat rate is applied to all vehicles exceeding 5 tons in weight unladen they recommend that additional steps at each ton should be provided for the purpose of taxation, and that at each step there should be a substantial increase in the duty payable. They do not propose to recommend the adoption of any particular scale, but see no reason why the duty payable in respect of a heavy motor car with an unladen weight between 9 tons and 10 tons should not be as high as £120 per annum.

In making these recommendations the Commissioners are not influenced solely by the question of damage to the highway. They have prominently in mind the question of competition between road and rail and the relative suitability of traffic for conveyance by the one or the other. While fully recognising the convenience of the facilities offered by the road vehicle for collection and delivery from door to door—especially in the case of goods particularly liable to breakage in handling—they are very definitely of the opinion that it is not in the national interest to encourage further diversion of heavy goods traffic from the railways to the roads. Such further

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diversion would add greatly to the expenditure on highways and tend to make the railways unremunerative, without conferring any commensurate advantage.

The Commissioners state that they have not entered into any consideration of how taxation on mechanically propelled vehicles should be levied and they recommend that a small expert committee be appointed by the Treasury and the Ministry of Transport to investigate the subject in consultation with the manufacturing interests.

### TYRES.

The Commissioners recommend that every mechanically propelled vehicle using the roads, other than heavy and light locomotives as defined in the Road Traffic Act, 1930, and steam rollers, should be required to be fitted with pneumatic tyres. As to the reasonableness of this recommendation, the Commissioners are satisfied that the pneumatic tyre has now reached a pitch of perfection which renders its use eminently practicable. They see no reason why even steam wagons should not be fitted with pneumatic tyres. They realise that it would not be practicable to require that all locomotives should be fitted with pneumatics—nor do they consider it necessary since the maximum legal speed limits are very low—but these vehicles should certainly be fitted with tyres of soft or elastic material. Steel tyres on mechanically propelled road vehicles or on vehicles drawn by them should be abolished and made illegal on any vehicle, with the exception of road-rollers and agricultural vehicles intended primarily for use in the fields.

### THE ROAD FUND.

The Commissioners do not recommend that loans should be raised on the security of the Road Fund, and think it would be unwise to mortgage any part of the income and thus reduce, *pro tanto*, the amount available annually. Capitalisation of the Road Fund is neither desirable nor, in present circumstances practicable.

## ROAD TRANSPORT.

In the introduction to the chapter dealing with road transport the Commissioners say that the primary reason for their appointment as a Royal Commission is the growth of road traffic.

### TRANSPORT OF GOODS BY ROAD.

The use of the mechanically-propelled commercial vehicle for the carriage of goods by road has increased in common with the general use of motors. But of the total increase, the greatest proportion appears to be due to the increase in the number of vehicles owned and operated by manufacturers and traders for the conveyance of their own products, and in the number owned by contractors working exclusively for particular traders. The Commissioners do not propose to make any recommendations regarding the control or regulation of this particular type of transport which would interfere with its natural development, since they believe that its future depends solely on its economic value to traders.

### ROAD HAULIERS.

Of commercial vehicles, therefore, there remain those owned by what may be described as general haulage contractors. By these the Commissioners mean persons or companies who hold themselves out as willing to carry the goods of others for hire or reward, although not necessarily holding themselves out as "common carriers." As a class, the number of such vehicles does not appear to be increasing.

There is still a complete lack of organisation in this part of the road transport industry and very unsatisfactory conditions exist.

"Summarising the evidence which we have received on this subject," the Commissioners state, "we find that the persons employed (so far as they are represented by the Transport and General Workers' Union) and the employers (so far as they are represented by the National Road Transport Employers' Federation and the Long-Distance Road Haulage Committee of Inquiry) are strongly in favour of a licensing system, while those interests represented by the Commercial Motor Users' Association appear to be as definitely opposed to a system of this kind. It is upon such evidence—conflicting though it may be—that we must draw our conclusions and frame our recommendations."

The carriage of goods by road presents at all times very great problems when considered from the point of view of any general scheme of co-ordination between the various agencies engaged in the transport of goods. But to-day it presents one outstanding difficulty which must be overcome before any progress whatever can be made in that direction. Railways, inland waterways, shipping, are all organised agencies of transport. Each claims to suffer in a greater or lesser degree from the competition—sometimes described as "unfair"—of road transport. Broadly speaking, we have on the one side organised undertakings bound by their statutes, agreements, rules, practices, and all other adjuncts which are associated with a highly organised business; while on the other we find that the goods branch of the road transport industry is in a condition which lacks all unity and is operated by a number of independent firms and individuals who, while endeavouring to compete with other forms of transport, are at the same time engaged in bitter and uneconomic strife with each other in their own particular branch.

In the recommendations which we make, we are influenced by two main considerations. First, we believe that it would be greatly to the advantage of the road haulage industry itself if it were placed on an organised basis. Second, in our opinion the organisation of the industry is an essential precedent to any attempt at general co-ordination with other forms of transport.

### ROAD HAULIERS TO BE LICENSED.

We fail to see any means by which such organisation can be brought about except by some system of licensing on the lines suggested to us in evidence. We recommend, therefore, that road hauliers should be placed under a system of licensing to be administered by the Area Traffic Commissioners.

We recommend that, subject to the exception mentioned later, it shall not be lawful for any road haulier to engage in the business unless and until he is licensed so to do by the Traffic Commissioners of the area in which his vehicles are normally kept.

### DEFINITION OF ROAD HAULIER.

For the purposes of our recommendations, we define a road haulier as any person, firm or company who holds himself out as willing to carry the goods of others for hire or reward. We see no cogent reason why road hauliers should be sub-divided into classes—"long-distance" and "short-distance" hauliers—as was suggested to us. To do so would only result in adding unnecessary complications—particularly as we realise that there must be a very large number of hauliers who operate both long and short distances.

### EXEMPTIONS FROM LICENSING.

We recommend that a person, firm or company contracting to carry for one employer only and not offering vehicles for hire to the public generally should be excepted from the scheme and should not be made subject to licensing.

The reasons for making this exception are fairly obvious when it is remembered that we do not propose that firms doing their own haulage shall come under the licensing system. The difference, if any, between the two practices is very slight—too slight in our opinion to justify the inclusion of this type of haulier in the scheme.

But we would like to make it clear that it is only while a firm or company is operating its own transport solely for the carriage of its own goods, and only while a contractor is working solely for a single firm, that this exemption from licensing should be granted. If a firm undertakes the transport of the goods of other persons (e.g., return loads), even though only occasionally, or if a contractor works for more than one firm, they should then be treated in every respect as ordinary road hauliers and be required to be licensed.

### DUTIES OF AREA TRAFFIC COMMISSIONERS.

The system of licensing which we contemplate and recommend is very simple compared with that which we recommended and which is about to be put into force in connection with public service vehicles.

We think that applications for hauliers' licences need be considered from two aspects only, and that the Area Traffic Commissioners should have regard only to:—

(a) the fitness of the vehicle;
(b) the wages and conditions of service of persons employed in connection therewith.

In regard to (a) we have already dealt with the question of damage done to the highways by commercial vehicles, and it does not seem necessary for us here to say more than that we consider it highly desirable that everything should be done to secure that only mechanically sound vehicles shall be used.

The second point, however, is of even greater importance. Much of the competition between road hauliers and between the road haulage industry and railways and other forms of transport is unquestionably open to severe criticism on the ground that the wages and general conditions of service in the industry leave much to be desired.

(*Continued on Page* 169.)

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# Restricted Zone for Motor Coaches in London.

REGULATIONS which the Minister of Transport proposes to make under the London Traffic Act, 1924, are in draft and will have the general effect of restricting the operation of certain classes of public service vehicles within the central London area. The regulations will not come into force sooner than February 1st, next. The object of the regulations it is stated is to relieve congestion in Central London.

The regulations will apply to all public service vehicles as defined in the Road Traffic Act, 1930, other than contract carriages or stage carriages plying for hire by short stages as defined in that Act. In other words, they will apply to vehicles commonly known as motor coaches or chars-a-banc (as distinct from the short stage omnibus) except in cases where the vehicle has been hired as a whole and is used on a special occasion for the conveyance of a private party.

The draft Regulations prescribe two areas "The Inner Area" and "The Outer Area."

"The Inner Area" means the area enclosed within the following streets but excluding these streets: High Holborn from Kingsway, New Oxford Street, Oxford Street, New Bond Street, Old Bond Street, Piccadilly from Old Bond Street to Hyde Park Corner, Grosvenor Place, Grosvenor Gardens, Victoria Street, Broad Sanctuary, Parliament Square, Bridge Street, Victoria Embankment, Approach Road, Norfolk Street, Aldwych East, Kingsway.

"The Outer Area" means the area enclosed within the following streets but excluding these streets: Euston Road, Marylebone Road, Edgware Road, Marble Arch, Park Lane, Hamilton Place, Piccadilly, Hyde Park Corner, Grosvenor Place, Grosvenor Gardens, Buckingham Palace Road, Eccleston Bridge, Belgrave Road, Gillingham Street, Vauxhall Bridge Road, Vauxhall Bridge, Albert Embankment, Lambeth Road, St. George's Circus, Borough Road, Borough High Street, Trinity Street, Great Dover Street, Old Kent Road, Tower Bridge Road, Tower Bridge, Tower Bridge Approach, Mansell Street, Royal Mint Street, Leman Street, Commercial Street, Great Eastern Street, Old Street, City Road, Pentonville Road.

No public service vehicle as defined in the Road Traffic Act, 1930, other than a contract carriage or a stage carriage plying for hire by short stages as defined in that Act, shall

(1) at any time on any week-day be upon any street within the inner area, or

(2) on any week-day be upon any street within the outer area except

(i) between the hours of 7 p.m. on any week-day except Saturday and 3 a.m. on the succeeding day and 3 p.m. and midnight on Saturdays.

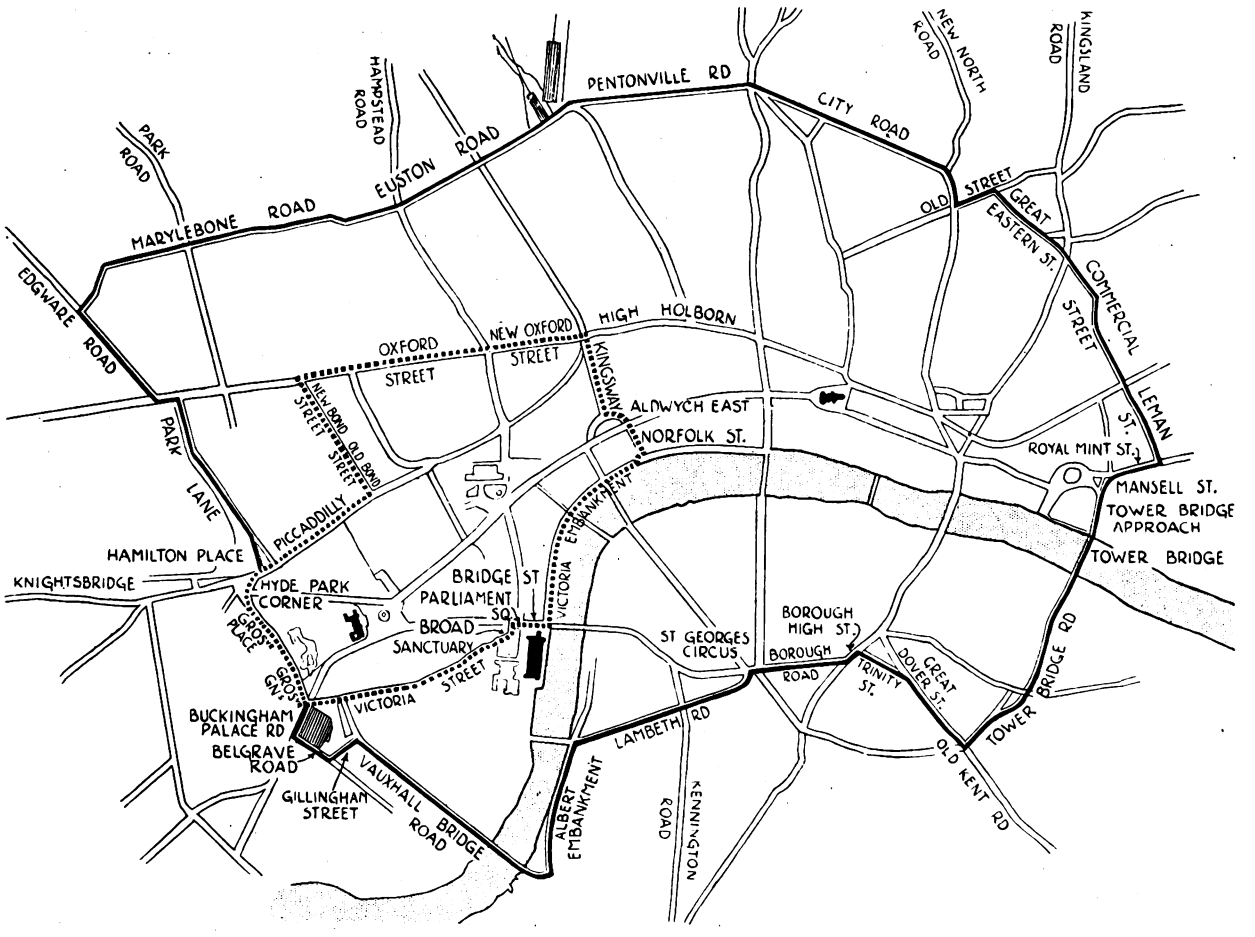
The Regulations will not apply on Good Friday, the day following Good Friday, Bank Holidays and days appointed by Proclamation to be Bank Holidays.

Every person who causes or permits any public service vehicle to be upon any street in contravention of the Regulations will be guilty of an offence and liable on summary conviction in the case of the first offence to a fine not exceeding five pounds, or in the case of a second or subsequent offence to a fine not exceeding ten pounds.

The Regulations will also provide for the vehicles affected by them to have access by prescribed routes to certain existing motor coach stations and omnibus garages situated close to the fringe of the larger area referred to above.

As regards the boundary of this area, the Minister wishes it to be understood that it may be necessary, at some future date, to apply the prohibition to a larger area.

Representations in regard to the Draft Regulations must be made in writing to the Secretary, Ministry of Transport, 7, Whitehall Gardens, London, S.W.1, not later than 28th January, next.




Plan reproduced by courtesy of *The Commercial Motor*.

**The smaller of these areas is barred to coaches—other than those carrying private parties—at all times except between 3 p.m. Saturday and 3 a.m. Monday. The large area may be entered only between 7 p.m. and 3 a.m. on week-days and is unrestricted, at week-ends as in the case of the inner area.**

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# Road Traffic Act, 1930.

## Proposed Regulations Governing Mechanical Road Transport.

### Important Meeting Convened by the London Cartage and Haulage Contractors' Association.

AN extraordinary general meeting of members of the London Cartage and Haulage Contractors' Association was held at the offices of the Rubber Growers' Association, Idol Lane, London, on December 15th, last.

**MR. PHILIP R. TURNER, M.Inst.T.**, the President of the Association, who presided, said that the meeting had been called to consider the position arising through the coming into force of the Road Traffic Act, 1930, and to give the members an opportunity for discussion.

At the last general meeting of the Association he had referred at some length to the Act then being framed, making particular reference to the conferences which were being attended by representatives of the Association in connection with Section 19 of the Act dealing with the limitation of time for which drivers of certain vehicles might remain continuously on duty.

The Road Traffic Act had now become law, certain sections were in force and other sections would be brought into operation in the immediate future.

#### SPEED LIMITS.

The Association had made representations to the Minister of Transport with regard to the proposed speeds of vehicles and had drawn attention to the fact that the speeds proposed did not take into consideration practice which had been in vogue for many years. However, the speeds were inserted in the Bill and the Act became law. It would be the duty of the Association in the near future to make further representations in order to get the speeds scheduled varied. He would like to say, however, that the process involved in an attempt to alter speed limits laid down by the Act was not simple and was one of considerable difficulty from a Parliamentary point of view.

#### THIRD-PARTY INSURANCE.

Compulsory third-party insurance which had the blessing, more or less, of members of the Association would become operative on January 1st, 1931, and contractors would have to hold, in respect of each vehicle using the roads, a certificate issued by an Insurance Company showing that they were covered against third party risks. There was no necessity for this certificate of insurance to be carried on the vehicle as under the Act, they had five days in which to produce this document if called upon to do so. He thought that the general practice would be to keep the Certificate of Insurance with the registration card and if wanted it could be easily produced.

#### THE ARTICULATED VEHICLE.

A point which had caused a considerable amount of inquiry was as to the definition of an articulated vehicle. There was no doubt that it was a heavy motor car with a trailer.

#### DRIVING UNDER INFLUENCE OF DRINK OR DRUGS.

It would be well to pay attention to the section dealing with persons driving motor vehicles when under the influence of drink or drugs. The offence was defined as driving or attempting to drive under the influence of drink or a drug to such an extent as to be incapable of having proper control of the vehicle. In addition there was a new offence under the Act known as "Careless Driving."

#### AGE OF DRIVERS.

A person over seventeen years of age could drive a motor car, but no one under twenty-one years of age could, in future, drive a locomotive, tractor, or heavy motor car unless he could show that he was during the six months immediately preceding January 1st, 1930, in the habit of driving a motor vehicle of that class.

#### HEAVY PENALTIES.

The penalties under the Act were very onerous. If a person was convicted of aiding and abetting the breaking of the speed regulations he would be liable on a first conviction to a fine not exceeding £50, in the case of a second or subsequent conviction to a fine not exceeding £100 or to imprisonment for a term not exceeding three months or to both fine and imprisonment.

#### Construction and Use of Motor Vehicles.

The Minister of Transport had circulated draft heads of regulations which he proposed promulgating under the Act governing the construction and use of motor vehicles and considerable time had since been spent in conference with the Minister of Transport, with members of the industry and with kindred Associations discussing these proposed regulations. He was happy to be able to say that after three sets of proposed regulations had been considered, the regulations were now likely to emerge in a very much better form than was originally proposed so far as the cartage industry was concerned. (Applause.)

It was true to say that in no less than thirty-four cases we had succeeded in obtaining either the deletion of certain proposed regulations or getting alterations made to suit the industry. (Applause.) The body chiefly instrumental in making the views of the industry heard and in obtaining for them due consideration, had been the Standing Joint Committee of Mechanical Road Transport Associations, which Committee represented, amongst other bodies, the London Cartage and Haulage Contractors' Association. (Applause.) Undoubtedly the Standing Joint Committee had been by far the most successful body in the conferences to which he had referred. (Applause.)

He would outline briefly some of the regulations as originally proposed and indicate how certain of them were likely to be amended as a result of the representations made to the Minister of Transport.

#### General.

| *Original Proposals.* | *As amended after conferences.* |
|---|---|
| (1) A motor vehicle shall be so constructed that no smoke or visible vapour is emitted therefrom except from any temporary or accidental cause. | A motor vehicle shall be so constructed that no *avoidable* smoke or visible vapour is emitted therefrom. (remaining words deleted). |
| (2) Every motor vehicle and any trailer drawn thereby shall be constructed with suitable and sufficient springs between each wheel and the frame of the vehicle. Existing vehicles were exempted for 6 years. | Total exemption for existing vehicles registered before 1st January, 1932. |
| (3) A suitable reflecting mirror must be fixed to a motor vehicle. | Buses were exempted at first but regulations now apply to all motor vehicles. There is exemption when a trailer is drawn if a person is on the trailer and can give signals to following traffic. |
| (4) The braking systems or one of the braking systems shall be so designed, constructed and maintained that it can be set so as to effectually prevent two at least, or in the case of a vehicle having only three wheels, one, of the wheels from revolving when the vehicle is stationary. No exemption. | Existing vehicles registered before 1st January, 1932, are exempt until 1st January, 1937. |
| (5) Overall length of vehicles with 4 wheels shall not exceed 27 ft. 6 in. and more than 4 wheels 30 ft. | This is existing law and remains unaltered. |
| (6) All vehicles using solid fuel must have efficient spark or grit arresters and a tray to prevent ashes falling into the road. | This is existing law and remains unaltered. |

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| *Original Proposals.* | *As amended after conferences.* |
|---|---|
| (7) All wheels fitted with tyres other than pneumatic tyres shall have a rim diameter of not less than 670 mm. Existing vehicles exempt for 5 years. | Exemption extended to 1st January, 1940, if registered before 1st January, 1933. Exemption for vehicles under 30 cwt. if used on private premises or to motor cars owned by local authorities for collecting refuse. The Association protested strongly against this regulation and told the Ministry that under no circumstances could they agree to it. They pointed out the great value of the low loading machine for special requirements, and said they saw no reason why such vehicles should not continue to be legal, and that if the Ministry insisted on a rim diameter of not less than 670 mm. the new development, *i.e.,* the mechanical horse would become illegal as it was quite obvious that if the rim diameter of this machine was so increased it would be useless for the purpose for which it was designed. |
| (8) Windscreens must be of unsplinterable glass. Existing vehicles exempt for 5 years. | Existing vehicles exempted until 1st January, 1937, if registered before 1st January, 1932. The Association pointed out that unsplinterable glass was by no means satisfactory as yet as it was likely to become badly affected by the course of time, *e.g.,* there was bad discolouration in the case of many unsplinterable glasses, bubbling occurred and all sorts of difficulties arose from manufacture. They suggested to the Minister that perhaps he was rather too premature in making such a provision compulsory. The Association said that this was absolutely impossible and succeeded in getting the regulation deleted. |
| (9) Steam vehicles shall not be allowed to attain a pressure such as to exceed the limit fixed by the safety valve so that no steam shall blow off when the vehicle is on the highway. | |
| (10) Every motor vehicle propelled by steam shall carry two persons for driving and attending the vehicle save as provided in Section 17 (1) of the Act in the case of a road roller while engaged in rolling a road. | In the case of a motor vehicle propelled by steam, other than a motor car, unless two persons are carried for the purpose of driving or attending to the vehicle, the driver shall stop the vehicle when attending to the furnace. |
| (11) No motor vehicle which exceeds 26 ft. shall draw a trailer. | This is existing law and remains unaltered. |
| **Locomotives.** | |
| (12) A locomotive shall not exceed 9 feet in width. | 9 ft. was reduced to 7 ft. 6 in. but altered again to 9 ft. |
| (13) The unladen weight shall not exceed 15½ tons. | This is existing law and remains unaltered. |
| (14) The maximum total weight of a locomotive shall not exceed the permissible unladen weight by more than 3 tons. | This is existing law and remains unaltered. |
| (15) Not more than three quarters of the total weight of a locomotive shall be borne by any two wheels. | This is existing law and remains unaltered. |
| (16) Tyres must be of soft or elastic material, either wholly or in sections provided that— (a) no point of any section be separated by more than ¾ of an inch. | Exemption first given to 1st January, 1931, afterwards extended to 1st January, 1932. |

| *Original Proposals.* | *As amended after conferences.* |
|---|---|
| (b) the aggregate extent of all spaces shall not exceed three inches. | (b) Aggregate extent of the spaces increased to 6 inches. |
| (17) Every locomotive shall be fitted with a brake in good and efficient working order and of such design and efficiency that its application will, even under the most adverse conditions, cause all the wheels of the locomotive other than the steering wheels to be so held that they shall be effectually prevented from revolving, or shall have the same effect in stopping the vehicle as if such wheels were so held, provided, nevertheless, that in the case of a locomotive which is propelled by steam, the engine of such locomotive shall be deemed to be a brake if such engine is capable of being reversed and is incapable of being disconnected from all the road wheels other than the steering wheels except by the sustained effort of the driver. | Every locomotive shall be fitted with an efficient braking system, the brakes of which act upon all the wheels of the vehicle other than the steering wheels so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance. Provided that this regulation shall not apply to a locomotive registered under the Roads Act, 1920, on or before the 1st January, 1933, if the locomotive is propelled by steam and the engine thereof is capable of being reversed. |
| (18) The maximum total weight and the unladen weight to be painted on the off side of the vehicle. | This is existing law and remains unaltered. |
| (19) A light locomotive shall not draw more than two trailers. | The association had got this deleted. |
| **Tractors.** | |
| (20) Overall width shall not exceed 7 ft. 6 in. | This is existing law and remains unaltered. |
| (21) Overhang shall not exceed 6 ft. | This is existing law and remains unaltered. |
| (22) Overall length of a tractor and a single trailer shall not exceed 40 feet. | Deleted. (Sec 38.) |
| (23) Braking system same as in 17 except that there must be at least two brakes. | |
| (24) A tractor shall be fitted with tyres of soft or elastic material. No exemption. | Exemption until 1st January, 1937, for vehicles with wheels of which the tyres are smooth and not less than 2½ inches in width if registered before 1st January, 1932. Maximum speed when drawing a trailer only is to be indicated. |
| (25) The registered unladen weight and the maximum speed both with and without a trailer to be painted on the offside of the tractor. | |
| (26) The total load borne on all the wheels of a trailer drawn by a tractor shall not exceed twice the load borne on all the wheels of the tractor. | Deleted. |
| **Heavy Motor Cars.** | |
| (27) Overall width shall not exceed 7 ft. 6 in. | Width extended by 6 in. for existing vehicles to permit of conversion from solids to pneumatics |
| (28) The load carried by any wheel of a heavy motor car shall not exceed, for a vehicle with—4 wheels, 4 tons; more than 4 wheels, 3¾ tons; and the sum of all the loads carried shall not exceed in the case of a vehicle with—4 wheels, 12 tons; 6 wheels, 19 tons; more than 6 wheels 22 tons. | Axle weights have been substituted for wheel weights. The Association had refused to agree to maximum weight of 4 wheeler, 12 tons; pressing for 14 tons. They had made a very strong fight on this question and it was still going on. |

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| *Original Proposals.* | *As amended after conferences.* |
|---|---|
| (29) The total weight of a heavy motor car together with its load—shall not *exceed* 10 *tons* on any strip of roadway 2 ft. wide drawn across the vehicle at right angles. | This is existing law and remains unaltered. |
| (30) The overall length of a heavy motor car and trailer shall not exceed 40 feet. | They had succeeded in getting this regulation deleted. (See 38.) |
| (31) A heavy motor car shall be equipped with pneumatic tyres.<br>Exemption for 6 years. | They had succeeded in getting the exemption increased to January 1st, 1940, if machines were registered before January 1st, 1933, with general exemption for machines primarily used for working over rough ground or unmade roads. They had taken the matter considerably further and had told the Minister of Transport that the day had not yet arrived for legislation regarding the compulsory fitting of pneumatic tyres. So far as the Association was concerned they could not agree to such legislation. They pointed out that the trend of events was sufficient to encourage the greatest possible number of vehicles being put on pneumatic tyres in the shortest possible time so as to secure the advantage of increased speed and a rebate in taxation. They would no doubt have an opportunity to re-open the matter if necessary at a later date. |
| (32) The overhang shall not exceed half the wheel base. | Amended to conform with present conditions—7/24ths. |
| (33) From 1st January, 1932, Guard rail, running board or other similar device shall be fixed 1 foot from the ground. | They objected to this regulation on the ground that many of their vehicles were unsuitable for the fitting of a guard rail or similar device and they had contended that such a regulation would not be of real assistance from the point of view of public safety, and that in the case of tipping vehicles used over rough ground, such a fitting would be continually broken and if, as had been suggested, they fitted a guard rail which would fold up, it would be a continual source of nuisance inasmuch as they would be pulled up from time to time on the ground of noise under the "Excessive Noise" regulations. If the proposal was proceeded with they hoped to get the matter referred to in the House of Commons when the proposed regulations were laid upon the Table. |
| (34) Total load of a trailer drawn by a heavy motor car shall not exceed the total load of the heavy motor car. | They had succeeded in getting this regulation deleted. |
| (35) A heavy motor car shall be provided with wings so far as practicable to catch mud or water thrown up by the wheels. | |
| (36) Registered unladen weight and maximum speed both with and without trailer to be painted on offside of the vehicle. | Altered as in 25. |
| **Motor Cars.** | |
| (37) Overall width, 7 ft. 2 in. | This is existing law and remains unaltered. |
| (38) Overall length of a motor car together with its trailer shall not exceed 40 ft. | They had made a fight on this question and the position now was that overall length of any motor vehicle drawing a trailer, 26 feet. |
| | Overall length of a trailer (excluding drawbar), 22 feet.<br>Total length (excluding drawbar), 48 feet.<br>This does not apply to vehicles drawing indivisible loads. |
| (39) A motor car shall be equipped with pneumatic tyres. | They had objected strongly to having it made compulsory to fit pneumatic tyres, and the regulation was not to apply until 1st January, 1940, to any vehicle registered before 1st January, 1933, if fitted with soft or elastic tyres.<br>Exemption for motor cars not exceeding 30 cwt. working on or near neighbouring works or premises or to motor cars owned by local authorities and used for the collection of refuse. |
| (40) Guard Rails, to be fitted to motor cars as in 33, 35. | Unaltered. |
| (41) Wings, to be fitted to motor cars as in 33, 35. | Unaltered. |
| (42) Total load of trailer drawn by a motor car shall not exceed the total load borne on all the wheels of the motor car. | Deleted. |
| **Trailers.** | |
| (43) Wheel weight fixed at 3¾ tons. | Axle weight of 6½ tons instead of wheel weight. |
| (44) Total load 13 tons. | Deleted. |
| (45) As from 1st January, 1931, all trailers to be fitted with soft or elastic material. | Date extended to 1st January, 1932, and trailers constructed before 1st January, 1931, which are especially designed for the carriage of household furniture and effects are totally exempt.<br>Any trailer constructed after 1st January, 1933, drawn by a heavy motor car or motor car shall be fitted with pneumatic tyres. |
| (46) As from 1st January, 1931, a trailer drawn by a motor car or heavy motor car must be fitted with pneumatic tyres. | Date extended to 1st January, 1933. They had advised the Minister that under no circumstances could they agree to this regulation. |
| (47) Towing rope not to exceed 10 feet. | They felt that this was inadequate and had got the length extended to 15 feet and to be made easily distinguishable, *e.g.*, a white cloth or piece of rag must be tied to the rope so that it can easily be seen.<br>A trailer drawn by a locomotive or heavy motor car shall not exceed 7 ft. 6 ins. in overall width.<br>A trailer drawn by a motor car shall not exceed 7 ft. 2 ins. in overall width. |

LIMITATION OF DRIVING HOURS.

Referring to Section 19 of the Road Traffic Act which deals with the limitation of time for which drivers of certain vehicles may remain continuously on duty, the President said that considerable alarm was being felt now that the time when the clause would become operative was drawing nearer, and approaches had been made to the Association by various bodies with a view to representations being made to the Minister with regard to the working of the section.

The Minister had power under the Section upon application being made to him by a joint industrial council, conciliation board, or other similar body, or on a joint application by an organisation representative of employers and workpeople and after referring the matter to the Industrial Court for advice, to vary the periods of time prescribed by the Act, *i.e.*, under certain circumstances the Minister might exempt a particular class of work from the provisions of the Section. The exemptions which would be required by the cartage trade if their work was not to be very considerably hindered were multitudinous. The matter was to be fully discussed at a meeting of interested parties to be held shortly. He was rather of opinion that it would be better to wait and see what effect the Section had in actual practice, before anything further was done. He knew there were some who held

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an entirely opposite view but he thought that if they went to-day to the Industrial Court or to the Minister they would be told that they had not gained any experience of the operation of the Section and why did they come without practical experience and without trying to operate their vehicles within the Section. After the meeting to which he had referred the Association would report to members.

**MR. F. HOAR** said that the results so far achieved by the President were wonderful and all the members should be very grateful to him. (Hear, hear.) The amount of time Mr. Turner had devoted to the interests of the members had been enormous. What annoyed him (Mr. Hoar), was that not only members of the Association got the advantage of the many modifications so far obtained in the proposed regulations but many others engaged in the industry reaped the benefit and yet still kept outside the Association. Members were indeed fortunate to have in Mr. Turner a gentleman who was so competent to represent their interests. (Applause.)

In reply to a question regarding the limitation of working hours, the President said that the London Cartage and Haulage Contractors' Association was a body recognised by the Minister of Labour as a proper body to make an application for a variation in the application of the Section.

### HINDERING CARTAGE WORK.

**THE PRESIDENT** said that another matter to which he wished to call attention was the proposal made by the London Traffic Advisory Committee to forbid the use of horses and those motor vehicles limited to a speed of eight miles an hour in Oxford Street and certain streets running into Oxford Street between the hours of 12 noon and 7 p.m. from Monday to Friday, and between the hours of 12 noon and 3 p.m. on Saturdays. Further it was proposed that no vehicle should be permitted to stand in Oxford Street for the purpose of loading or unloading for a period of more than six minutes.

This matter had been considered at a meeting of the Council of the Association and they were pledged to resist such proposals by every means in their power and to create as much opposition to it as possible. The industry could not agree to piecemeal legislation with regard to horse-drawn vehicles, nor could they agree to it in the case of vehicles forced to travel at a speed not exceeding eight miles an hour. They could not submit to being jockeyed out of the use of the horse. The matter should be tackled by the authorities upon straightforward lines, and those people who had to replace horses by other forms of transport should be compensated. As to vehicles which were restricted to eight miles an hour, the haulage contractors said that they did not wish to travel so slowly, and it was not a reasonable speed. No one could reasonably expect to restrict a motor with trailer to a speed of eight miles an hour. The National Horse Association of Great Britain were resisting the proposal regarding the horse and he was quite sure that the traders in Oxford Street and vicinity would strongly resist the proposal. It was impossible to carry on business under such restrictions. Goods and parcels had to be brought to vehicles standing in Oxford Street from distances that made it humanly impossible to do the job in six minutes. The Council of the Association had expressed the view that it might be possible to agree to a limitation of fifteen minutes. The proposal as it stood must be resisted by every means possible.

### HOURS OF INDUSTRIAL EMPLOYMENT BILL.

The Association had made out an excellent case why the Hours of Industrial Employment Bill should not apply to the transport trade, but it was quite obvious that the Government had every intention of proceeding with this measure as a political gesture. The country was suffering from political gestures and if we were not very careful in due time we should be regulated out of existence. He thought that the time was coming when employers would find that for their own preservation they would be obliged to take a greater interest in protecting their interests than they had done since the time of industrial unrest when they thought they might have to pay a little more in wages.

**MR. T. FEAST,** proposing a hearty vote of thanks to the President for presiding, said he did not know whether the members realised the enormous amount of work Mr. P. R. Turner had to do before being in a position to draw up the report he had presented that afternoon. Their President had devoted weeks of his time to the task of getting the proposed regulations into the form in which it was probable they would be promulgated. He felt that the members owed a very great debt of gratitude to the President for devoting so much of his time in the service and for the benefit of members of the Association. (Applause.) He was sure he was voicing the opinion of each member when he said they had the greatest confidence in Mr. Turner's leadership. (Applause.)

He thought the President would agree that he had received very great assistance from Mr. R. P. Bailey from whom the members also got great assistance. If at any time a member had a question to put to Mr. Bailey he was always able and willing to put that member right. (Applause.)

The vote of thanks was carried with acclamation.

Acknowledging the vote of thanks, **MR. P. R. TURNER** said that the work of the Association at the present time occupied a tremendous amount of time and he thought that few could possibly conceive how much time was actually so spent.

Recently he had been engaged on work for the Association for the major part of four days in each week and he had asked himself whether he was quite right to devote so much time, and there was a vast amount of work to be done in the immediate future. Heavy work fell upon the shoulders of Mr. Bailey to whom he was indebted as well as to the Council for most valuable assistance.

They would have to consider in the future, he thought, how a greater division of the labour could be arrived at, because, after all if a man carried on business he must devote a certain amount of time to it.

If he had been able to do anything to assist the trade, then he was happy, but he hoped that the calls made upon the Chair would not increase as at present they came near the breaking point.

The meeting then terminated.

## British Industries Fair.

ADVANCE overseas editions of the catalogues of the British Industries Fair were issued on New Year's Day—over six weeks before the opening of the Fair in London and Birmingham on February 16th.

For the first time the catalogues of the two sections are in the same form, each having a classified index in nine languages—an innovation in the Birmingham volume. The languages are English, French, Spanish, Portuguese, Italian, German, Dutch, Swedish and Danish.

The London catalogue already contains descriptions of the exhibits of about 1,200 manufacturers and the Birmingham entries bring the total to over 2,000. Both sections will have more exhibitors and will cover a greater area than in 1930 and the total area of the Fair will be still further increased by the holding of the cotton textile section at the White City, London, for which a separate catalogue is to be issued.

The catalogues are being despatched to 10,000 business men and potential buyers in Europe, Africa, parts of Asia, North America and the East coast of South America, all of whom will receive their copies before their departure for the Fair.

"The re-arrangement of the Olympia and Castle Bromwich catalogues is just another step in our policy of making the buying of British goods as easy as possible," an official of the Fair said. "The buyer from abroad looks first at the classified index in his own language. That refers him to a list of firms exhibiting the particular goods in which he is interested. He can obtain further information about the firms from the alphabetical list of exhibitors which gives a description of everything shown by them."

## Calendars, Diaries, etc.

WE acknowledge with sincere thanks receipt of gifts from a number of our friends and amongst others:—Associated Equipment Co., Ltd., desk pad and calendar, motorist's diary; Parry, Leon & Hayhoe, Ltd., diary; Trojan, Ltd., desk calendar; P. & O. Steam Navigation Co., diary and almanack; John I. Thornycroft & Co., Ltd., wall calendar; Schenkers, Ltd., calendar; Dunlop Rubber Co., Ltd., calendar; Chloride Electrical Storage Co., Ltd., calendar; International Harvester Co. of Great Britain, Ltd., calendar; Willys Overland Crossley, Ltd., season's greetings; E. W. Garnon, Motor Trade Assn., season's greetings; Morris Commercial Cars, Ltd., season's greetings; Ernest Bevin, Transport & General Workers' Union, season's greetings; Institute of Transport, season's greetings; Severn & Canal Carrying Co., Ltd., season's greetings; Midland Red Travel Bureau, calendar; Atlas Express Co., Ltd., wall and desk calendars; National Horse Association of Great Britain, calendar; D. P. Battery Co., Ltd., calendar; United States Lines, calendar; Fodens, Ltd., calendar; Travellers' Insurance Association, Ltd., desk calendar and blotting pad; P. & O. and British India Steam Navigation Companies, calendar; Henry Green & Son (Haulage Contractors), Ltd., calendar.

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# London Passenger Transport.
## Minister of Transport on the Government's Proposals.

MR. HERBERT MORRISON, the Minister of Transport, in a speech at the Annual Banquet of the City of London Tradesmen's Club held in London on January 6th, dealt with the Government's proposals on London Passenger Transport.

In the course of his remarks Mr. Morrison said that he did not propose that London passenger transport should be managed by a state department on departmental lines or by a joint municipal authority which would inevitably be cumbersome in its composition and would not be able to move with that rapidity and freedom which was one of the advantages of the best modern business undertakings. He had plumped for a small board of public spirited men with business heads who could see to it that the undertaking was alive, that decisions were commercially sound, that public needs were met with every possible rapidity and completeness, and would be free from the meticulous interference of politicians who might be tempted to think more about the next election than the welfare of this vast undertaking. The general body of members of the board would not of necessity be salaried traffic experts. He should seek men with both public spirit and good business heads, the appointment of the Chairman being, of course, a matter of exceptional importance. The board would employ salaried traffic and engineering experts.

Effective machinery would be provided to safeguard the interests of the travelling public of London against any tendency on the part of the board to be narrowly commercial, and not fully to take into account the wider social aspect of London passenger transport. To protect the travelling public very definite rights would be conferred upon the local authorities in the area. They would have collective rights and they would have individual rights. Collectively they would function through the London and Home Counties Traffic Advisory Committee, which had already done good work in the better regulation of London Traffic. The composition of the Advisory Committee was bound to be modified in the new order of things, and he should desire to make of it more than ever a Local Government institution. It would not manage the combined traffic undertakings, but it would function very largely at a joint municipal body, acting as a liaison between Mr. and Mrs. John Citizen of London and the Board of Management. It would confer with the Board as to complaints and suggestions. It would receive and give information.

The local authorities individually would have conferred upon them the right of enforcing a fair hearing and decision upon those central issues with which the travelling public was primarily concerned, namely, fares, facilities and development. If a local authority held that fares were high or if the Board proposed to increase fares, the local authority would be able to force a hearing before the Railway Rates Tribunal for which purpose the Tribunal would be modified in its composition so as to include the Local Government viewpoint, and the Railway Rates Tribunal after hearing the evidence would give a judicial decision.

In all the controversy and turmoil that had taken place in connection with London Traffic there had been almost universal agreement as to the necessity for complete co-ordination. In this type of service wasteful competition must in the end be paid for. That was the case for co-ordination and it was unanswerable. Only by co-ordination could London traffic be made commercially prosperous or could the necessary funds for new capital expenditure required for essential development be secured.

Real co-ordination meant that all the undertakings had got to be brought together and that even the suburban lines of the main line railways, which could not be physically separated from the main lines themselves, must in some way be given an opportunity to co-operate with the road services and the tubes as closely as possible. If co-ordination was to be complete, it meant that there must be a single ownership.

He had, therefore, gone for the policy of a public business corporation in which would be vested the ownership of all these great undertakings, but he was doing it in a way that would secure a commercial management of the highest order, combined with public accountability.

# Limitation of Time for which Drivers of Certain Vehicles may remain continuously on Duty.

MR. HERBERT MORRISON, the Minister of Transport, speaking in London recently referred to section 19 of the new Road Traffic Act which he said he regarded as of very great importance. Section 19 laid down a limitation of the time for which drivers of locomotives, tractors, public service vehicles and goods carrying motor vehicles might remain continuously on duty or might remain on duty without adequate rest periods. From newspaper reports the public had become familiar with the cases of drivers of motor coaches who had become involved in accidents owing to inattention brought about by excessive hours of duty without sufficient periods of rest. Motor coach cases got the greatest publicity, but the evil was also present in the case of goods motor transport. From the point of view of public safety, therefore, the Government had decided that the scandal must be ended and section 19 was passed accordingly.

Mr. Morrison expressed the hope that neither employers nor workpeople would in any way get the impression that the provisions of section 19 could be tacitly or actively ignored. Public interest in safety on the roads was very much involved, and he was determined—as he was sure the bulk of the employers and the Trade Unions were similarly determined—that section 19, which was to come into force on February 1st, should be operative. Any employer or any workman who endeavoured to avoid the provisions of the section would be guilty of anti-social conduct, for they would be endangering the life and limb of transport workers and the general public on the King's Highway.

He had made provision in sub-section (3) for relaxation, always consistent with public safety, in order to meet the reasonable requirements of industry. The Minister of Transport could grant such relaxation on the joint representation of representative bodies of employers and workmen, after taking the advice of the Industrial Court. He could assure everybody in the industry that it would be his desire that decisions should be given as rapidly as possible and that everything consistent with public safety should be done to meet the problems which he knew existed in a certain number of cases.

The best thing that the transport industry could do, therefore, would be for all the employers and workpeople to get together and to agree as to what was desirable in the interests of the industry and of the wider public. The most complete organisation of employers and workpeople was, therefore, desirable. It should be understood, however, that time pressed. When the Road Traffic Bill was published in November, 1929, a provision of this nature was included, so everybody had ample notice, and he had by order specially postponed the operation of the section until February 1st, on the representation of the employers' and the workers' organisations in order that reasonable time might be given to prepare for the new order of things. February 1st would soon be with us and it was very necessary that no time should be lost by those in the industry in order that the section should work smoothly in the interests of everybody concerned.

At his end he would be found to be reasonable in meeting the practical problems. He wanted the Trade Unions to be reasonable in the same way, and he had the right to rely upon the employers to co-operate to the full in observing the law and to take special pains to avoid long spread-overs in the working day. The employers knew that he was always anxious to meet them in their difficulties and this was the spirit in which he desired the new section to be administered but everybody must understand that the section was going to be administered. He looked to the active co-operation of the organised employers and the organised workmen in securing that, if necessary, prosecutions before the Courts should be undertaken with all vigour.

The penalties for a breach of this section of the act, having regard to the magnitude of the offence, were severe, namely, in the case of a first offence a fine not exceeding £20, and in the case of a second or subsequent offence a fine not exceeding £50 or imprisonment for a term not exceeding 3 months.

Mr. Morrison expressed his sincere appreciation and thanks both to the representatives of the employers and the unions for the great help they had already given him in this matter. It was only in respect of a minority that he had any apprehension. Whilst the law must be enforced he much preferred that everybody concerned should enter into the spirit of the purpose behind the new law, and see to it that the great industry of road transport should be lifted above the abuses which had hitherto disgraced it in a certain number of cases.

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# The Transport of Heavy Traffic.

## By E. C. Marston of M.R.S., Ltd.*

THE actual transport of heavy goods to-day is only one phase of modern industry. With it also are the attendant operations of loading, offloading, dismantling of plant and machinery, the provision of suitable seatings for boilers, and the building of the flues and installation of boilers, the erection of machinery, chimneys and tanks, also the erection of heavy girder work. Any heavy haulage business to make a success must specialise in each and all of these lines also. One of the great essentials in the business is an abundance of tackle of every kind and highly skilled labour.

This class of traffic is looked upon by many as being something entirely new, misleading letters appear in the press, showing an entire lack of knowledge of the subject, with the result that we are looked upon as people who go about the country ripping up the roads, spoiling them for everybody else, and generally making ourselves public nuisances, all at the expense of the ratepayers.

There have been Acts of Parliament since the year 1867 to allow and provide for such traffic, which is usually referred to in all the Acts as "exceptional traffic." The new 1930 Road Traffic Act, also makes special provision for "exceptional traffic" by road, and such transport is exempt from the general provisions laid down in that Act for ordinary traffic. The movement of abnormal loads by road has always been considered an essential trade. In the case of the Glasgow Corporation v. Barclay Curle & Co., the Corporation brought an action against Barclay Curle & Co., who are boilermakers, to recover damages caused by hauling heavy boilers, weighing 71 tons each, from works to the Glasgow docks. It was claimed such traffic was likely and had caused damage to the roads. Unanimous judgment was delivered against the Glasgow Corporation in July, 1923, and each of the learned Lords concurred on the fact that this exceptional traffic by road had been going on for 25 years and was necessary.

Until fairly recently abnormal loads were conveyed by road on trailers constructed with cast-iron wheels, open ended uncambered axles, devoid of bearings, and drawn by traction engines with wheels and axles of a similar type. Traffic hauled in such a manner was likely to cause serious road damage. My Company has in its possession several such vehicles, built to carry loads up to 100 tons. They were built about 25 years ago but are not used now. In this place we operate types of vehicles constructed to run on multi-oscillating wheels all with rubber tyres and roller bearings.

Owners of vehicles registered under the Locomotives on Highways Acts, are liable to pay for all road damage. Notification must be given to Surveyors and County Police before a load is moved and a suitable route is agreed. The Surveyor naturally searches for any damage done by the passage of the vehicle, and the Contractor pays for such damage.

Even 8 or 9 years ago every load consisting of a single piece in excess of 8 tons or so was a traction engine job, but the advent of the six-wheeler largely took that traffic up to weights of about 12 tons. The eight-wheeler still further reduced the use of traction engines. I believe my Company was the first to operate a petrol lorry as a Locomotive. It was registered as a private motor car. After a number of prosecutions the lorry was recognised as coming under the Locomotive class. It had to carry three men, was restricted as to speed, but had no maximum restriction as to weight. This new class opened up a large field of business because for many types of jobs a petrol vehicle with no legal weight limit is more preferable to traction engines.

My Company recently transported a special tank which measured 48 feet long by 15 ft. 3 in. diameter. Owing to the diameter it was impractical to load on a low bogey because the height would not clear bridges en route. We made special axles bent to the periphery of the tank so that the underside was only 10 in. from the ground. The job was hauled 130 miles and it weighed 34 tons. The tank was too large to go into the works, we had therefore undertaken to lift the whole job over a one-storey building 22 feet high to get to the site. Ultimately we placed the tank in a vertical position on the site with the lower end 7 feet from the ground. Such a job requires all manner of tackle, and it is only by being able to draw on ample supplies of timbers, baulks, slings, chains, blocks, plates, jacks, etc., that any haulage contractor can hope to perform the terminal work which secures him his haulage portion.

On all abnormal loads the draughtsman sets out the whole job to scale showing all measurements packing and means of securing. The quotations are made up by the Haulage Contractor after his draughtsman has finished or, if the load is particularly difficult, the route is traversed by a surveyor. It will be obvious that unless these important items are done effectively before pricing a job, any quotation can only be guesswork because the difficulties which may be encountered may be serious, and cannot always be foreseen. The same applies to all boiler work. Every site must be surveyed and complete drawings taken out.

We were recently parties to an interesting experiment. Two second-hand boilers were lying in a boiler house and had to be taken out, loaded, transported about 130 miles, off loaded and placed into a boiler house on to prepared seatings. It was decided to experiment by hauling one to the nearest rail station, collecting on arrival, and hauling to site, and the other one to be taken by road all the way. The boilers weighed 30 tons each, and the railway company who were a party with us to the experiment very rightly agreed to operate at a special low figure. The total cost of the rail borne boiler, allowing for haulage to station, etc., was over £80, the total cost of the one by road was £24. The latter cost is arrived at before charging any profit, but after charging all other costs including depreciation, establishment charges, in fact everything except profit.

These figures alone prove that heavy haulage is of advantage to industry. The economies saved by the absence of second handling on such large traffic is obvious, and can only be to the general good.

* Extracts from an Address by Mr. E. C. Marston to the Liverpool Traffic Club.

## Institute of Transport.

THE following gentlemen were recently elected to membership of the Institute of Transport.

MEMBERS.

| | |
|---|---|
| Hudson, Wellesley Burgoyne ... ... ... | Assistant Engineer-in-Chief, New South Wales Government Railways. |
| Lemon, Ernest John Hutchings ... ... | Chief Mechanical Engineer, London, Midland and Scottish Railway. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Aldred, Joseph Alfred ... | Metropolitan Railway. |
| Alldred, James ... ... | Traffic Manager, Lancashire United Transport and Power Co., Ltd. |
| Atkinson, Arthur Carlisle | Acting District Engineer, Maintenance (East London), South African Railways and Harbours. |
| Dunning, John Weir ... | Traffic Superintendent, Cardiff Corporation Tramways and Motors. |
| Mannes-Abbott, William Somerset Erskine ... | Assistant Traffic Manager, Karachi Port Trust. |

**Courtesy Rewarded.**—For the eighth year in succession, Mr. H. P. Batchelor, proprietor of the Trinity bus service in Jersey, was the recipient of a gift from the staff and scholars of Trinity Central School in recognition of his unfailing courtesy. The driver, Mr. J. Hogg, was also remembered.

**The New Travel Restrictions.** — Most of the motor coach owners on long distance routes such as London-Newcastle, have met the situation in which they were placed by the prohibition from travelling at a greater speed than 30 miles an hour by having fewer halts and shortening the periods of stopping en route.

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# The Transport Organisation of the C.W.S.

ONE of the greatest of the national transport organizations, is that of the co-operative movement—the Co-operative Wholesale Society and its numerous subsidiaries, the retail societies. Perhaps that is putting the cart before the horse, because the retail societies existed before the formation of the C.W.S. and may, therefore, claim paternity. The combination of combines, the C.W.S., whose traffic department is centralised at Manchester under the able supervision of Mr. R. W. Royle, M.Inst.T., is a federation of about 1,300 co-operative societies and it functions as a manufacturing and wholesaling unit. Profits are returned to the shareholding societies in much the same way that profits on retail purchases are returned to the customer. Year by year, the sales of the Co-operative Wholesale Society have grown from tens of thousands to hundreds of thousands; then to a million per year; then to two millions; and so upwards until 1929 showed £89,288,125 sales in a single year.

MR. R. W. ROYLE, M.INST.T.

Convert sterling into goods and here we have the background of this extraordinary traffic organization. It regularly handles 98 per cent. of the traffic scheduled in the railway classification. Produce is drawn from all parts of the world, sometimes carried in the Society's own steamers and sometimes in craft which have been chartered, and is landed at Manchester or Liverpool or other depots, whence it is passed into consumption by the ordinary handling processes.

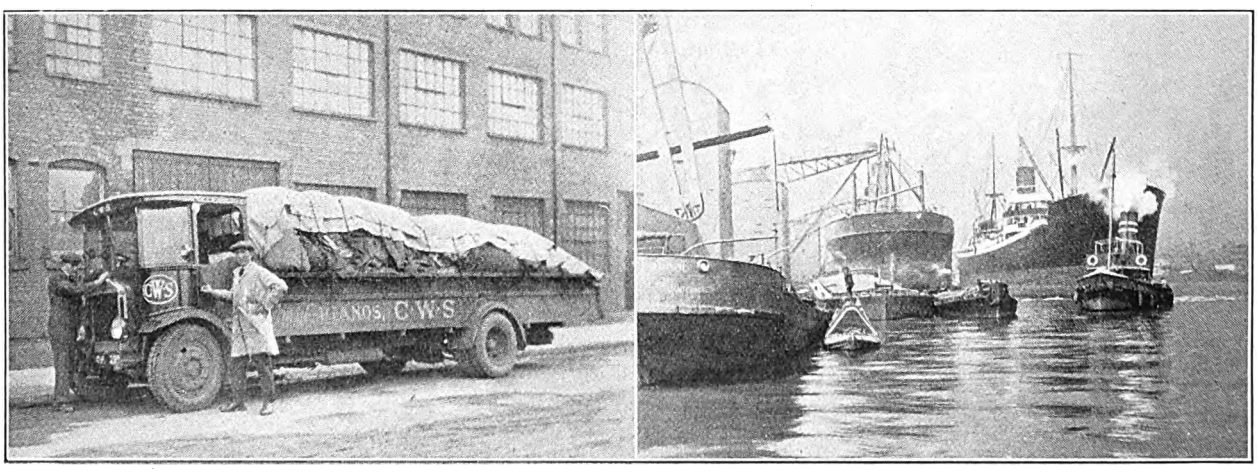
Working on the theory that there is a solution for every problem, the traffic department has often been called upon to exercise its inventive genius to meet difficulties not created by the growing demands of its own trade. Mr. Royle recalls that 22 years ago, when the C.W.S. used certain premises in Oldham for the storage of grain, they were served with notice to quit because the buildings were required for the accommodation of cotton, trade in which at that time was beginning to boom. No particular sympathy was shown by the landlords to the predicament in which the Society was placed. Hence it had to improvise and find a quick way out. Mr. Royle then conceived the idea of putting on the road, hopper motor wagons capable of carrying seven ton loads. The bodies were designed by the C.W.S. architect, then an advertisement was published inviting tenders for the conveyance of grain from Manchester to Oldham. The accepted tender was 2s. per ton compared with the rail rate of 3s. 6d. per ton.

The Co-operative Wholesale Society operates 519 commercial lorries and vans and 207 passenger cars, four steamships (another is now being built), ten lighters, 500 railway owned wagons and 500 privately owned railway wagons. The number of motor vehicles in service must run into thousands, for every local society has its own fleet, the one at Liverpool alone having between 90 and 100 lorries and vans in addition to a number of railway trucks. Every C.W.S. depot and works has its own decentralised transport organization and its activities are the subject of a weekly report to headquarters, which is thus enabled to keep itself *au fait* with everything that is taking place all over the country.

LIVERPOOL CO-OPERATIVE SOCIETY. A MORRIS MOBILE SHOP LOADING UP AT A DEPOT WITH MEAT AND GROCERIES.

The complete story of co-operative transport has never been written. How supplies are drawn from the swampy expanses of the West Coast of Africa, the prolific prairies of Canada and the middle west, the sun baked plantations of India and Ceylon, the wild and rugged expanses of the Argentine, must read like a romance, but one can anticipate at least one page from this volume.

Managers of the C.W.S. who are installed at Sierra Leone and Nigeria traverse the whole of the West Coast of Africa right up to the Sahara desert in connection with the Society's business. In this part of the world primitive transport is employed in the form of carriers who carry head loads of about 80 lbs. of produce for which they receive 2s. 6d., this




LEFT: C.W.S. LTD., CABINET WORKS, HAY MILLS, BIRMINGHAM. GOODS READY FOR DESPATCH BY MAUDSLAY LORRY. RIGHT: C.W.S. LTD., SUN FLOUR MILLS, TRAFFORD PARK, MANCHESTER. UNLOADING GRAIN.

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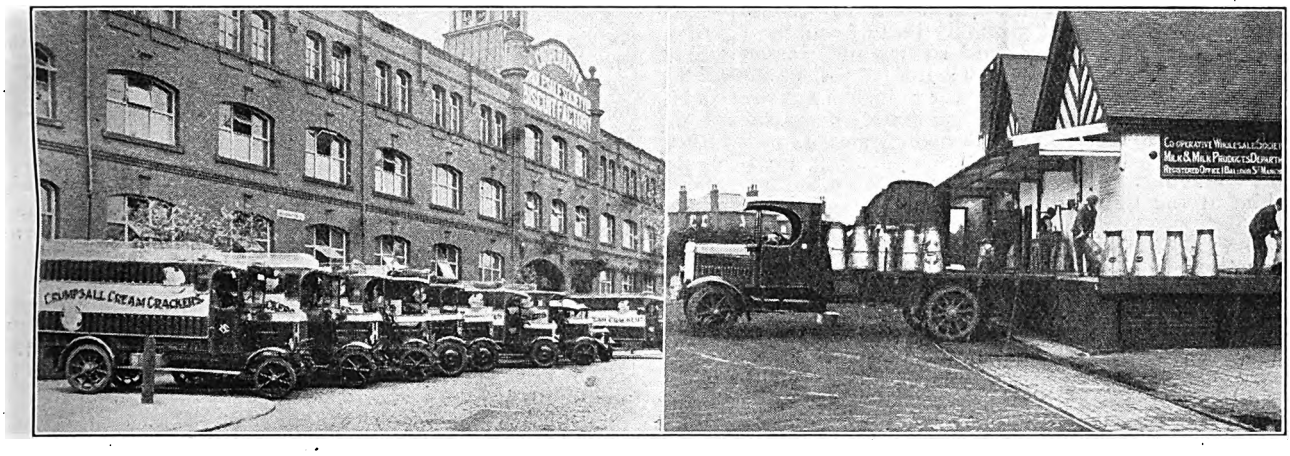
after a journey of three or four days from the hinterland. These carriers spend the money generally in textile goods at the local store, often a C.W.S. establishment. If the store happens to be closed through the absence of the manager, the native will wait sometimes days until he returns, patiently squatting on the doorstep. Having done the business, the natives have another three or four days journey back to their village. Produce from up country goes into the factories and from the export stores to the lighters, side by side with modern motor transport, which is used for conveying the produce down country where the roads are suitable for the purpose, and in conveying imported merchandise back to the bush homes. At Rano on the edge of the Sahara desert, the produce is brought on the backs of camels, donkeys and




LEFT: C.W.S. LTD., BISCUIT WORKS, CRUMPSALL. CARGO OF BISCUITS READY FOR DESPATCH TO THE DERBY CO-OPERATIVE SOCIETY. MAINLY DENNIS LORRIES. RIGHT: C.W.S. LTD., FOLE DAIRY. RECEIVING MILK BY DENNIS LORRY.

horse transport, extending as far across the Sahara as Khartoum in the east, Timbuctoo in the west and Tripoli on the Mediterranean. In Sierra Leone, canoe loads come down the Rockel River bringing palm kernel and palm oil to Freetown Hand trucks with a team of ten men are used to convey the merchandise from the ships and wharves to the C.W.S. premises. From Accra on the Gold Coast, cocoa is shipped out in canoes having a capacity of about one and a half tons propelled by eight paddlers, four aside and a steersman; thousands of tons are loaded in this manner. Tea is brought from C.W.S. plantations in Ceylon and India by wagons drawn by oxen miles are covered in this particular manner up to the rail heads. Here again coolies are used. All this produce from nature's prolific vineyard is shipped to Liverpool, Manchester and London, but by that time it is merely a commodity bereft of all its romantic associations. It is merely raw material, work for thousands of hands itching to pass it into consumption, and loads for motor lorries and railway trucks. By the way, it may not be inappropriate here to mention that the C.W.S. finds work for 65,200 employees.

There is an important depot at Liverpool. It might be of interest to quickly summarise the work of the year ended July 12th, 1930:—171,619 tons of goods forwarded (exclusive of over 2,000 tons of sugar per week), including 3,080 railway wagons loaded by own warehouse staff and 675,181 cases of canned goods despatched; 1,807 bills of lading were handled; 1,573 dock board dues bills; 1,590 customs entries and large quantities of various kinds of food stuffs inspected, supervised and averaged.

During twelve months over 20,000 tons of sugar are dealt with at the Oldham Road Station, Manchester, alone, the aggregating value being something like £200,000.

At the Sun flour mills, 65 to 70 railway wagons are loaded per day and the total tonnage sent out in a recent week was 4,785, made up as follows:—2,319 tons per rail; 578 tons per canal; 1,504 tons per road; and 384 tons to packing factory per conveyor band. From the margarine works and lard refinery, Higher Irlam, the tonnage forwarded is 1,500 to 2,000 tons per week with corresponding receipts in the shape of raw materials. This traffic is by road, canal and rail borne. The tonnage received at the Irlam soap works inwards representing raw materials and coal, amounts to over 1,500 tons per week, whilst the outward traffic varies between 700 and 1,000 tons per week, the bulk of which is road borne. Inward goods at the Crumpsall biscuit works in the shape of flour, sugar, etc., amounts to 320 tons per week whilst the outward goods, biscuits, cake, fruit, jellies, etc., amount to 180 to 200 tons per week the larger percentage of which is road borne. Tins of biscuits are loaded on to the motor lorries overnight and are not packed in cases or boxes. Empty tins are always brought back on the return journeys.

When members of the Institute of Transport visited the C.W.S. establishment at Manchester recently, Mr. Royle explained this system of working traffic with some detail and made his audience gasp when he said that through dispensing with the use of containers and packing cases, a saving of £2,000 per annum had been made in rope, twine and packing cases alone.

The Society has its own farms, stock raising establishments, forest estates, etc. For the transport of milk, 12 motor tank wagons each with a carrying capacity of 1,000 gallons are used for transferring milk from the farms to the milk depots and 3,000 gallon tanks for rail borne milk. Leyland tank wagons are also used for the transport of oil extracted from seeds and nuts imported from West Africa and crushed at Liverpool. This oil is transported whilst it is warm, to the margarine and soap works near Manchester.

During the potato season, C.W.S. steamers load up with potatoes at Jersey on the Friday night and deposit their cargoes at Manchester before midnight on the Sunday. Potatoes are in the hands of consumers by noon on the Monday, motor vehicles being used to distribute traffic to all the distributive stores within a convenient radius of Manchester.

The members of the Manchester and Liverpool Section of the Institute of Transport had an interesting time when Mr. R. W. Royle, described the many sidedness of this great traffic organization which is conducted on strictly scientific lines. The student members particularly, were impressed by the precautions taken to meet every possible contingency and the seniors at the success achieved in handling enormous tonnages week in and week out, with clock-like precision and efficiency.

## Wakefield Gold Medal.

THE Institute of the Motor Trade, 157, Great Portland Street, London, W.1, inform us that Lord Wakefield has again handed to the Council of the Institute a gold medal to be awarded for any object that will further the work of the Institute. It has been decided to award the Wakefield Gold Medal to the author of the best Paper of not more than 2,500 words in length on the subject of "What are Six Essentials of a Successful Garage and Motor Agency Business?" Of the Papers submitted, the Council propose to select those which, in the opinion of a Committee appointed for the purpose, are the three most useful contributions to this important question of good trading. The writers of the three selected Papers will then be invited to read their own Papers before a meeting of the London Centre, and the meeting will be asked to make the final choice of the Paper for which the Wakefield Gold Medal is to be awarded. Replicas of the medal in silver will be awarded for the other two Papers. If the author of a selected Paper prefers not to read it personally, arrangements will be made for it to be read on his behalf. Only Fellows, Members and Graduates of the Institute are eligible to enter this competition. It is a condition of this offer of the Wakefield Gold Medal that no competitor retains any copyright in any Paper which he may submit in connection therewith. Only one entry may be submitted by each competitor. The competitor's name should not appear on his Paper, but should be attached on a separate sheet of paper. The last date for receiving entries is February 16th.

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# Answers to Inquiries.

PROVISION AGAINST THIRD PARTY RISKS. ROAD TRAFFIC ACT, 1930.

**Question:**—We have four motors on the road, and are not quite clear whether it is necessary for our drivers to carry the Certificate of Insurance with them, or whether it would be best for the Insurance Certificates to be retained in the office. We shall be pleased to have your opinion on this matter.

**Answer:**—This point was considered at a recent meeting of the London Cartage and Haulage Contractors' Association reported in another part of this issue. It was pointed out that there is no necessity for the Certificate of Insurance to be carried on the vehicle and that the general practice will probably be to keep the Certificate with the Registration Card so that, if wanted, it can be easily produced. Under the Act a police constable may require the driver of a motor vehicle to produce his Certificate of Insurance, but no offence is committed if the driver within five days after the date on which the production of his Certificate was so required, produces it in person at such police station as may have been specified by him at the time its production was required.

SUMMONED FOR EXCEEDING 8 M.P.H.

**Question:**—I have been summoned for exceeding eight miles per hour with a lorry and trailer. The lorry is fitted with pneumatic tyres and the trailer with solid tyres. If I exceeded 8 m.p.h. with this outfit did I commit an offence?

**Answer:**—The following extract from the speed schedule in the Road Traffic Act, 1930, which schedule came into force on January 1st last, answers the question.

Goods vehicles—when drawing a trailer—

(a) If all the wheels both of the drawing vehicle and of the trailer are fitted with pneumatic tyres, or if the trailer is attached to the drawing vehicle by partial superimposition in such manner as to cause a substantial part of the weight to be borne by the vehicle and all the wheels both of the drawing vehicle and of the trailer are fitted with soft or elastic tyres—16 miles per hour.

(b) If all the wheels both of the drawing vehicle and of the trailer are not fitted with pneumatic tyres but are fitted with soft or elastic tyres—8 miles per hour.

CONVERSION OF HEAVY MOTORS FROM SOLID TO PNEUMATIC TYRES.

**Question:**—We have a number of 4/5 ton motors we want to put on pneumatic tyres, but to do this would bring the overall to 8 ft. whereas formerly the maximum width was 7 ft. 6 ins. We understand that the Minister of Transport is likely to agree to 8 ft. overall in view of the very large number of motors in the country which will now be changed to pneumatic tyres. We do not want to spend a lot of money and then find we have exceeded the width. Can you let us have some information on the matter?

**Answer:**—Regulations under Part I. of the Road Traffic Act are now in draft. Conferences have taken place at the Ministry of Transport at which representatives of transport associations have discussed the proposed regulations. The draft regulations, we understand, originally laid it down that the overall width of heavy motor cars should not exceed 7 ft. 6 in., but it is now very probable that when the regulations are promulgated, it will be laid down that the overall width of heavy motor cars shall not exceed 8 ft. for existing vehicles to permit of conversion from solids to pneumatics.

ATTEMPTING TO PUT BACK THE CLOCK.

**Question:**—We have been cautioned by the police on the ground that a tractor and trailer licensed under the Heavy Motor Car Act is compelled to have a man walking in front of it some distance ahead when it is travelling along a road which is more than 100 yards long and less than 15 feet in width. We assumed that this applies to heavy locomotives, but are not aware that it refers to the Heavy Motor Car Act. Could you kindly advise us?

**Answer:**—To the best of our belief there is no such Clause in any of the Motor Acts. It is a law which was repealed when the red flag was abolished in 1896. It is just possible there may be a local by-law and it would be as well for you to make enquiries of your local police on this point. Even heavy locomotives have no such regulation concerning their use.

# Round the Lancashire Associations.

**Conference of Liverpool Transport Employers.**—At the December meeting of the Conference of the Liverpool and District Road Transport Employers, further consideration was given to the restoration of the agreement with the Liverpool Carters and Motormen's Union. The proposals set out in our last issue concerning the introduction of an optional arrangement for the accumulative working week will come into operation simultaneously with section 19 of the Road Traffic Act, namely, 1st February, which is also the date upon which the old agreement will be recognised. The Conference has drawn the attention of the Union to the disparity which exists concerning the requirements of the Act as to the employment of motor drivers and attendants as compared with the conditions laid down in the agreement. For example, under the Act a second man need only be carried on a heavy motor car where a trailer is drawn, whereas under the local agreement second men must be employed on all vehicles of three tons capacity and upwards, and on local traffic a trailer man as well when a trailer is used. This and several other points are now engaging attention and, it is believed, will be successfully negotiated before 1st February.

**Liverpool Cart and Motor Owners' Association.**—By the death of Mr. Edward West, Liverpool Cart and Motor Owners' Association has lost one of its oldest members. He was 78 years of age. Born and educated in Liverpool, Mr. West was for over forty years head of the firm of John West and Sons, one of the oldest cartage and forwarding agents in the country and was a former President of the Liverpool Cart and Motor Owners' Association. He retired from business in 1920. Mr. West regularly acted as a judge of draught horses for the Liverpool May Day Parade, and he was a well-known figure in shipping and transport circles. He was a member of Liverpool City Council for over twenty-one years. In 1927 he was elected an Alderman but resigned from the Council in October, 1929.

**Liverpool Cart and Motor Owners' Annual Meeting.**—Arrangements are now being made for the annual general meeting of members of the Liverpool and District Cart and Motor Owners' Association which will take place towards the end of this month at the Common Hall, Hackins Hey, Liverpool.

**Liverpool Traffic Club.**—The meeting of the Liverpool Traffic Club, which will be addressed by Mr. S. L. Jude, Secretary of the Liverpool Shipping and Forwarding Agents' Association on 2nd February, promises to be an unusually interesting one. Mr. Jude will make a survey of shipping and forwarding conditions in the port of Liverpool and will give many points of information, as well as ample opportunity, for anyone to raise questions of general appeal to those who are engaged in the handling of traffic.

**Liverpool Short Cart and Motor Owners.**—The past year has not been an eventful one for members of the Liverpool Short Cart and Motor Owners' Association, and now that the new Mersey Tunnel is approaching completion, there is naturally some anxiety as to the flow of traffic in the months ahead. Fortunately, building work is finding employment for a fair number of vehicles, but otherwise the demand for teams and lorries is by no means brisk. The annual meeting of the Liverpool Short Cart and Motor Owners' Association will be held towards the end of this month, but at the time of writing the date has not been fixed.

**Airvac Ventilators.**—Airvac Ventilators, of Honeypot Works, Darlington, inform us that they have recently received their seventh repeat order from the South Indian Railway for 260 Airvacs Type R, and their eighth repeat order from The Bombay, Baroda and Central India Railway for 25 Type RM Airvacs with interior fittings.

**Presentations.**—Mr. R. Hopkins, who has relinquished an inspectorship with United Automobile Services, Ltd., to join the London-Newcastle service of Messrs. Orange Bros., was the recipient of a wireless set, a clock, and a salad bowl and dish from the various depot staffs on leaving. He began his career with Glasgow Corporation.

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# The British Motor Industry and the British Empire Trade Exhibition at Buenos Aires.

It has been increasingly evident of late that British Motor Manufacturers are leaving no stone unturned in their endeavours to place their Industry in a position of pre-eminence in the Motor Markets of the World. British Manufacturers are finding growing appreciation of the fact that there is nothing fundamentally wrong in British motor design; that a certain measure of stability exists in the Home Market; and that a real start has been made on the wider problem of Exports.

Realising the potentialities existing in South America, the Industry is, in connection with the British Empire Trade Exhibition in Buenos Aires, which will be held from March 14th to April 27th, making a determined effort to extend its market in the Argentine, believing that the range of vehicles designed and built in Great Britain will be found on examination and demonstration to meet every transport requirement in South America.

### SPECIAL PAVILION.

It may be interesting to recall that the decision of the Industry to participate in this Exhibition was largely the outcome of discussions between representatives of the Industry and the Rt. Hon. J. H. Thomas when he occupied the position of Lord Privy Seal, and a special building in the Exhibition will be used for exhibits of individual British Manufacturers, the amount of space allocated in this building being in the neighbourhood of 20,000 sq. ft. As a centre of attraction the "Golden Arrow" is being brought from New Zealand where it has, as in Australia also, succeeded in focussing considerable interest in the British Motor Industry wherever it has been shown in connection with the exhibit of the products of the Motor Factories of Great Britain.

It will occupy a central position in the building, while in connection with an ambitious Regatta programme of the Yacht Club Argentine, "Miss England II," the boat in which the late Sir Henry Segrave set up a World's Record with a speed of 85.762 nautical miles per hour in June last, will endeavour to beat her own record over a 10 mile course at Buenos Aires.

### EXHIBITORS.

Vehicles representative of the whole range of British Manufacturers will be exhibited, as will be seen from the list of firms participating:—

*Private Cars*:—Austin Motor Co., Ltd.; Armstong Siddeley Motors, Ltd.; Daimler, Ltd.; Humber, Ltd.; Hillman Motor Car Co., Ltd.; M. G. Car Co., Ltd.; Morris Motors, Ltd.; Rolls-Royce, Ltd.; Singer & Co., Ltd.; Triumph Motor Co., Ltd.; Vauxhall Motors, Ltd.

*Commercial Vehicles (Petrol & Steam)*:—Aclo (Associated Equipment Co., Ltd.); Commer Cars, Ltd.; Dennis Brothers. Ltd.; Fodens, Ltd.; Guy Motors, Ltd.; Leyland Motors, Ltd.; Morris Commercial Cars, Ltd.; Scammell Lorries, Ltd.; John I. Thornycroft & Co., Ltd.; Vulcan Motor & Engineering Co. (1906), Ltd.

*Accessories & Tyres*:—Dunlop Rubber Co., Ltd.; Dorman, W. H., & Co., Ltd.; Lodge Plugs, Ltd.; Joseph Lucas, Ltd.; Simms Motor Units, Ltd.; S. Smith & Sons (M.A.), Ltd.; Tungstone Accumulator Co., Ltd.

*Marine Engines*:—Brooke, J. W., & Co., Ltd.; Norris, Henty & Gardners, Ltd.; Parsons Oil Engine Co., Ltd.

The special building in which the majority of the exhibits will be housed will be Pavilion No. 14, but certain of the Motor Industry exhibits will also be on view in Pavilion No. 12, adjoining and connected to No. 14, and others in the general engineering Pavilions.

### BRITISH-ARGENTINE TRADE.

It can be correctly claimed that Great Britain is the best customer, for in 1929 the value of products imported from the Argentine was 306,832,391 Gold Pesos, an amount three times in excess of the next best customer, Belguim, to which country the Argentine exported goods to the value of 102,053,337 Gold Pesos. Next in importance, from the point of view of the Argentine came Germany and U.S.A. with 95,452,221 Gold Pesos, and 93,558,334 Gold Pesos respectively.

The export of British Motor Vehicles to the Argentine has shown a slight but steady increase. In 1926 British Motor Vehicles to a total value of £193,038 were exported to that market, rising to £286,138 in 1927, to £307,857 in 1928 and to £345,006 in 1929.

The possibility of the extension of the British Motor Trade with South America is a matter that has received a careful and anxious consideration in the past, both by the British Manufacturers Section of the Society of Motor Manufacturers & Traders, Ltd., and by individual Manufacturers and the participation of the Industry in this Exhibition may be taken as but the first step towards the developing of this large if difficult market in the interests of British Manufacturers.

The originators of the Exhibition are the British Chamber of Commerce in the Argentine Republic, the Exhibition being held in the grounds of the Argentine Rural Society at Palermo, Buenos Aires. H.R.H. the Prince of Wales is to visit the Exhibition.

# The Prince of Wales and Buenos Aires Exhibition.

THE forthcoming visit of H.R.H. The Prince of Wales to South America is arousing the keenest possible interest, especially in view of the sentiments which he so ably expressed at the Guildhall recently. The fact that The Prince will be in the Argentine during the progress of the British Empire Trade Exhibition, which opens at Buenos Aires on March 14th, next, indicates that Commerce between the two countries will receive a distinct fillip as a result of the Prince's patronage.

On such occasions as these, the matter of transport requires a good deal of attention, for the Prince and his staff will obviously have to cover great mileages in the course of their official visits.

The actual cars chosen by his Royal Highness are Humbers, and of the four models, three are "Snipe" Saloons and the other a "Pullman" Limousine. In addition to these a Commer 40/50 cwt. vehicle will form part of the convoy for the purpose of carrying baggage, etc. Both these makes are comprised in the Humber-Hillman-Commer combine, for which Messrs. Rootes, Ltd., who are closely allied with them, act as World Exporters. These cars will be supplied by Rootes, Ltd., and will shortly be shipped to Buenos Aires to await the Prince's arrival.

The Department of Overseas Trade has ordered a 16/50 h.p. Humber for the Commissioner General of the Buenos Aires Exhibition.

A COMMER G.2 TYPE 40-50 CWT. CHASSIS WITH SPECIAL BOX VAN BODY PAINTED DARK BLUE. TO BE USED IN CONNECTION WITH THE VISIT OF H.R.H. THE PRINCE OF WALES TO SOUTH AMERICA FOR TRANSPORTATION OF THE PERSONAL BAGGAGE OF THE PRINCE.

**Institution of Petroleum Technologists.**—There will be a general meeting of members of the Institution of Petroleum Technologists at the House of the Royal Society of Arts, John Street, Adelphi, London, at 5.30 p.m., on February 10th next. Light refreshments will be provided at 5 p.m. for members and visitors attending.

**Institute of Transport.** — There will be an ordinary meeting of members of the Institute of Transport at the Institution of Electrical Engineers, London, on February 9th next, at 5.30 p.m., when Mr. H. H. Gordon, a former Vice-President, will lecture on "The sale of passenger transport."

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# Long Distance Road Haulage.

## Important Meeting.

AN important and representative meeting of haulage firms engaged in long-distance transport took place on December 16th last at Winchester House, London to consider the report of the Long-Distance Road Haulage Committee of Inquiry and to decide what further steps, if any, should be taken.

The Committee was appointed in May last to inquire into the special problems of this section of road transport and to report. The Committee's report, to which reference was made in our last issue, was before the meeting, and after this had been approved the Committee was dissolved and the meeting became an open one to discuss and decide what further steps, if any, should be taken.

**SIR MAXWELL HICKS, C.B.E.,** Chairman of the original Committee, who presided, supported by other members, said that the Long-Distance Road Haulage Committee of Inquiry was appointed some six or seven months ago by some of the leading firms engaged in long-distance road haulage. It was appointed to enquire into the position of the industry and to make any recommendations that seemed to them to be advisable and it was also given power to tender evidence to the Royal Commission on Transport, if the Commission desired to receive it.

After the appointment of the Committee many firms signified their wish to be represented in the movement.

The Committee consisted of Mr. J. A. M. Bright (Southern Roadways, Ltd.), Mr. L. W. Gupwell (A. J. Gupwell, Ltd.), Mr. E. C. Marston (M.R.S., Ltd.), Mr. W. Donaldson Wright (Transport Department, Nottingham Chamber of Commerce), and the Committee also co-opted Mr. P. R. Turner whom they all knew. Mr. Turner, unfortunately, found it necessary, through pressure of work and other engagements, to resign from the Committee, but they had the advantage of his assistance and advice in preparing the evidence to be submitted by the Committee to the Royal Commission on Transport.

In the Committee were gathered together four or five personalities who, if friendly, were, nevertheless, definite competitors, yet he thought he could say without fear of contradiction that they had, without exception, found, when they came to know one another better, that not one of them was as black as expected, and if nothing else transpired from the work of the Committee it had brought representatives of many of the leading firms into personal touch and they were all very friendly to-day. (Applause.)

### RATE CUTTING.

They were told how certain firms were cutting this and that, but his opinion was that if the principals came together they would find that there was some adequate reason; possibly the circumstances and details of the quotation were different, and he believed that half the trouble in this connection arose through their respective staffs getting it into their heads that a particular firm was cutting and was up against them. It was necessary to get it into the heads of those engaged in long-distance road haulage that they were all out for a living and for the trade, and were all reasonable people, and he hoped they would now hear the views of individual members of the trade.

The Committee had taken a tremendous amount of trouble to investigate the conditions of the industry, and it had been a privilege for him to act as Chairman.

The Committee felt that at the present time none of the existing organisations clearly or definitely represented the long-distance road haulage industry, and they advocated that, as far as possible, existing competitors should come together, as a multiplicity of separate units made the industry liable to attack. If they were to visualise their industry in the years to come as occupying a position somewhat approaching that of our railways, it could only come about through greater co-operation, possibly amalgamation and perhaps absorption of the different interests.

The Committee was formed to inquire and report, and for no other purpose, and he proposed that the report of the Committee be accepted. If the proposal was carried he would retire from the Chair, the Committee would cease to function, and he would declare the meeting open.

**MR. W. DONALDSON WRIGHT,** seconding the proposition, assured the meeting that the report of the Committee and the work preceding it had been undertaken in no light-hearted manner. Only those who had sat on the Committee had any idea of the amount of detail work which had been done, particularly in connection with the preparation of the evidence presented to the Royal Commission on Transport, and the evidence of their Chairman, Sir Maxwell Hicks, was listened to with great attention. As to the report generally, some might think that the observations in regard to existing associations were perhaps a little too severe, but the Committee had examined the position most carefully and the Report was the honest expression of the opinions of members of the Committee.

The Report was adopted unanimously.

A proposal that Sir Maxwell Hicks continue as Chairman of the meeting was seconded and carried with acclamation.

A discussion then took place on the question of rate cutting. It was pointed out that the first thing to look into when there was a suspicion of rate cutting was whether those who thought they were being undercut were certain they were quoting on similar lines to the man who was supposed to be cutting.

**MR. J. A. M. BRIGHT** pointed out that there might be many factors in one's own business that were helpful against one's competitors, e.g., if the head of one business was taking a thousand pounds a year out of it whilst the head of another business was taking five hundred pounds there was a sum of five hundred pounds difference to play with. One did not always have the same set of circumstances to consider when quoting. Those in the industry were themselves responsible for the position, and were getting the stick they had made. They had allowed traffic men to pull their legs and to put one contractor against another to such an extent that they thought they had only to hold up their fingers and the transport contractors would abide by their decisions. Stop that practice to-day, he urged, and see what the traffic managers would then do.

### RATES AND SERVICE.

A representative of Northern Motor Utilities, Ltd., said that it seemed to him there were two ways in which the transport contractors competed with each other—one was the rating basis and the other was service. As to the rating basis, most firms appeared somewhat to treat each particular run and each bit of traffic on its own merits, and quoted rates having in mind whether they had a return load. It seemed to him that one of the first problems they had to tackle was to formulate a common rating basis, and he suggested that the question of setting up a committee to consider this matter be given attention. As to service, if one firm gave better service than another the former should be able to get the job.

**THE CHAIRMAN,** on the question of standard rates, said that as they all knew the conditions appertaining to loading and unloading could make a difference of at least 2/- a ton. That was one of the difficulties.

**MR. BLYTHE** then referred to some contractors overloading their vehicles. His firm believed in underloading rather than overloading, and he contended that the man who overloaded had a short life, and as he got to the end of his tether he began cutting rates. If a man had been in business a number of years operating five-ton lorries, how could he expect to compete with another man who started in opposition with ten-ton vehicles? Had the old-established man to go out of business or must he buy a new fleet of machines? The trouble for the long-distance haulier was not the rate so much as the vehicle. The rate would rectify itself if the vehicle was right.

**THE CHAIRMAN** submitted that there was scope for the eight-wheeler taking a fifteen or twenty ton load as well as for the five-ton lorry. There was certain traffic for the fifteen-ton vehicle which left the bulk of the traffic for the five-ton man. Most of the traffic in Tooley Street, for instance, consisted of two tons here and two tons there, and was of no use to fifteen tonners, but it was traffic for the five-ton man. On the other hand, if the five-ton man had to send three lorries to take a fifteen-ton load he was going to lose money.

**MR. J. A. M. BRIGHT** said that the question of the

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larger vehicle as against the smaller was purely one of economics. With regard to overloading, he contended that each long-distance haulage man was literally cheated out of his due earnings by habitually taking loads which were said to be twelve or fifteen tons but which, if weighed, would be found to be as much as twenty per cent. over, and this extra tonnage they were carrying for nothing.

It must be clear to all that there was not an association in existence really interested in the affairs of the long-distance road transport contractors. If it was suggested that they should attempt to form an association to regulate rates and methods of operation then it would fail, as such matters were simply trade and pure business. There was only one way of regulating rates and methods, and that was either to amalgamate and merge interests or for somebody to come along and amalgamate the lot compulsorily.

A Voice: I wish they would. (Laughter.)

Mr. Bright: Are you afraid of your business. Certainly I am not afraid of mine nor of the future. (Applause.)

RESTRICTED BRIDGES—NEED FOR AN ASSOCIATION.

**MR. E. C. MARSTON** referred to the action of the railways in regard to putting restrictions upon bridges as a means of stopping the competition of road transport.

He referred to Section 25 of the Road Traffic Act which gives a bridge authority power to prohibit the use of bridges by motor vehicles weighing more than a certain maximum weight, and said that when that section became effective it would be up to the police to prosecute in cases of infringement. The responsible people for imposing the weight restrictions on bridges were the railway companies. It was a serious matter. The Minister of Transport was holding Conferences with various road interests in regard to the Road Traffic Act, but the long-distance haulage people were not represented directly or indirectly at those conferences. Under the Road Traffic Act any person or body of persons aggrieved by any bridge restriction could appeal to the Minister of Transport, who, if he considered that a bridge was able to bear a weight greater than that specified and after considering any representations made by the bridge authority, might order the restriction to be removed or varied. It seemed to him, continued Mr. Marston, that an individual affected would have great difficulty in getting the Minister of Transport to exempt certain bridges in different parts of the country, and therefore he was in favour of the suggestion that some association to represent long-distance road transport contractors should be formed. If the railway companies bridge policy was allowed to go unchallenged it would strike at the very root of the road transport business. There was also Section 19 of the Road Traffic Act dealing with the limitation of time for which drivers of certain vehicles might remain continuously on duty. He did not think the Minister was aware of the difficulties the long-distance road haulage operators would be up against in trying to comply with that section of the Act. If they had an association he had no doubt they would be advised of the holding of such conferences at the Ministry and would be invited to attend.

**MR. BERESFORD** said that his experience of associations had not been happy. He had found that he had pledged his company to a rate agreed to between the members, only to find that some cut it, and the only redress he then had was to cut again which he would not do, as the agreed rate was the only economic one. Unless there was some penalty in force by which they could make members of an association comply with decisions arrived at, all effort was futile. He thought there was plenty of scope for the formation of some association for long-distance road transport contractors, but its rulings must be binding upon those who participated in the benefits.

In the course of further discussion it was pointed out that the standardisation of rates would not be the primary object of the proposed association. The primary object would be to enable them to place before the Minister of Transport and other bodies, the case for the long-distance road haulier. It might be that the question of some standardisation of rates would be discussed by such an association.

**MR. R. W. SEWILL** (London and Southern Counties Transport Co., Ltd.) agreed that the long-distance road hauliers needed some kind of an association, and he enquired why it should not be the C.M.U.A. He was told that 65 per cent. of members of the C.M.U.A. were ancillary users of motor transport and but 25 per cent. were haulage contractors. Whose fault was that he asked —would they get haulage contractors to join a new association when they would not join an established body?

**THE CHAIRMAN** said he thought that a big and powerful association such as the C.M.U.A. ought to be able to represent the long-distance road haulage section of the great transport industry, but from the evidence given by the C.M.U.A. to the Royal Commission on Transport it appeared that 65 per cent. of the members were ancillary users, ten per cent. were passenger men and 25 per cent. were haulage contractors. He submitted that ancillary users were users of motor transport to a limited extent for their own delivery services, whilst a few might run up to Manchester, etc. The 65 per cent. were traders, and no doubt would think it to be in their interests to have low rates quoted for long-distance motor transport, so would it help them to join up with the C.M.U.A.? It was not the fault of the C.M.U.A.; that Association had grown up from the early days of motoring, and personally he looked upon it as a very useful organisation to deal with taxation, petrol questions and so on.

**MR. HORACE WYATT** suggested the possibility of the long-distance road transport contractors joining up with the Motor Hirers' Association, the members of which, he believed, looked at matters almost from the same point of view as the long-distance haulage contractors. He thought it possible that if the Motor Hirers' Association were approached they would be willing to consider making their organisation an association of motor hirers in a wider sense than at present. It was an existing body having access to the Minister of Transport and to other authorities. This would give the long-distance haulage contractors an organisation straight away.

**MR. E. C. MARSTON** proposed that a committee should be formed to deal with the matter, and when it was suggested that the Chairman should be a member of such committee, Sir Maxwell Hicks intimated that he would be away for a few weeks but if he could be of assistance to the Committee at a later date that would be another matter.

Several gentlemen present expressed the great appreciation of those engaged in the long-distance road transport industry of the work done on their behalf by Sir Maxwell Hicks, and upon being pressed to act on the Committee, the Chairman said that if at a later date an invitation was extended to him by the Committee to come back he would gladly consider doing so. (Applause.)

**MR. E. C. MARSTON** then proposed that a committee composed of the following members:—Messrs. J. A. Bright (Southern Roadways, Ltd.); L. W. Gupwell (A. J. Gupwell, Ltd.); F. S. Kneller (Kneller and Chandler, Ltd.); E. C. Marston (M.R.S., Ltd.); J. F. Nicholls (McNamara & Co. (1921), Ltd.); R. W. Sewill (London and Southern Counties Transport Co., Ltd.); W. Donaldson Wright (Transport Department, Nottingham Chamber of Commerce), and E. B. Hutchinson, Honorary Secretary, be appointed to approach existing associations to see if proper representation could be given to the interests concerned, or, failing this, the Committee was empowered to proceed with the formation of an active association to watch and foster the interests of long-distance hauliers.

All firms engaged in this business are invited to register their names without delay with the Honorary Secretary, Mr. E. B. Hutchinson, Lloyds Bank Chambers, Vicar Lane, Leeds, who will advise them from time to time of the progress made.

## Amalgamated Horse and Motor Owners.

Mr. J. S. Howarth, secretary of the Amalgamated Horse and Motor Owners' Association and the Commercial Motor Users' Association, South East Lancashire Area (Joint Organisation), has sent out to members a document drawing attention to the much discussed clause 19 of the Road Traffic Act, 1930. He states that negotiations are still taking place between the trades unions, the employers' associations and the Ministry of Transport with a view to meeting the position in respect of the various classes of traffic and the difficulties which are likely to arise. Difficulties, he adds, will arise in a number of cases in arranging for a stretch of 5½ hours only that a man shall be permitted to work in connection with a vehicle. He, therefore, invites members to communicate particulars of any difficulties which they anticipate in connection with their business in the carrying out of clause 19, so that these may be considered by the committee of the joint association.

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# John Boyd Dunlop.

## Tablet Unveiled in Belfast.

By the generosity of the Dunlop Rubber Co., Ltd., a large ebonite tablet has been placed upon the wall of the premises in May Street, Belfast, where the late Mr. J. B. Dunlop invented the pneumatic tyre.

The tablet was unveiled on December 9th last by the Lord Mayor of Belfast, The Rt. Hon. Sir William Coates, Bart., D.L., in the presence of a large number of prominent citizens and persons interested in the transport industry. Subsequently, in the Grand Central Hotel, Belfast, more than one hundred guests, representative of many interests and of all parts of the country, were entertained at luncheon by the Dunlop Rubber Co., Ltd.

When Mr. Dunlop made the first pneumatic tyre he was practising as a veterinary surgeon, having gone to Belfast from Scotland, where he was born at the village of Dreghorn in Ayrshire. It is interesting to note that the premises he occupied are still used by a veterinary surgeon, though in this part of Belfast motor garages and salerooms abound.

The tablet itself was manufactured at the Dunlop works in Birmingham. The material used is a special ebonite capable of remaining black, and of retaining its polish and withstanding the weather conditions found in these islands. The size of the block before carving was 51 ins. by 31 ins. by 6 ins. deep on the thickest portion, and the weight is 270 lbs. It was very carefully built up from material one-sixteenth of an inch thick. In order to obviate any chance of air blisters, each ply had to be warmed and rolled down with a 5 cwt. roller. To vulcanise this block to the requisite hardness necessary for carving, it was cured for 110 hours under a hydraulic pressure of 1,500 lbs. per square inch, and cooled for forty-eight hours under weights. Very few, if any, perfect pieces of ebonite have been produced of this size, and big possibilities are now foreseen for the production of ebonite in all sizes and for numerous purposes.

JOHN BOYD DUNLOP MEMORIAL TABLET.

Mr. D. Telford, F.C.A., of Dublin, a director of the Dunlop Rubber Co. (Ireland), Ltd., presided at the unveiling ceremony and at the luncheon. Amongst those present were Mrs. M'Clintock, of Eastbourne, a daughter of the late Mr. Dunlop, and her husband and daughter.

The Lord Mayor of Belfast, in his speech following the luncheon, said that in 1887, while Mr. Dunlop was watching his nine year old son, John, riding a tricycle fitted with the usual solid rubber tyres of small section, he had an inspiration. He got a small disc of wood, made an air tube of sheet rubber, and secured it to the wooden disc in a temporary fashion with a strip or cover of linen cloth. The air tube was fitted with a non-return valve, and when the tyre was tested with the solid rubber one in Mr. Dunlop's yard, it was immediately evident that in riding over a rough surface the new tyre afforded greater comfort and much more speed than the solid rubber tyre. Subsequently, after further experiments, the success of the invention being assured, Mr. Dunlop, with the assistance of a friend, had the patent protected. "I wish I had been that friend," added the Lord Mayor, amid laughter. He mentioned that the first pair of pneumatic tyres ever made were presented to the Governors of the Royal Scottish Museum, Edinburgh, by Mr. Dunlop. The first bicycle to be fitted with pneumatic tyres was made in Belfast by a Mr. W. Edlin. In conclusion, the Lord Mayor proposed the toast of "Prosperity to the Dunlop Company."

Mr. Telford, in reply, said that the world wide organisation known as the Dunlop Rubber Co., with a share capital of over twelve millions sterling, had its origin in the idea of a Belfast gentleman, and Belfast should feel proud of the fact. The tablet that had been unveiled would remind the present and future generations of the distinction the city held as the original home of the pneumatic tyre. It was not without interest to recall the early history of the company that was formed to exploit and market Mr. Dunlop's invention. Of the five original directors four were dead, and the other was Mr. Fred Woods, of Dublin. Formed in 1889 with a modest capital, none of those associated with the flotation believed that the public would subscribe for the shares if they were not offered solid assets in addition to Mr. Dunlop's invention. So two cycle agencies, one in Belfast and one in Dublin, were acquired. But the pneumatic tyre swept everything before it, and soon the whole energies of the company were devoted to the manufacturing business. Mr. Dunlop's invention had conferred benefits on every form of transport.

The inscription on the tablet is as follows:—

*"John Boyd Dunlop.*
*Born, 5th February,* 1840. *Died, 23rd October,* 1921. *Member of the Royal College of Veterinary Surgeons. Practising in this city. Inventor and Patentee of the pneumatic tyre in* 1888. *The purchase of this invention and the subsequent development by the Dunlop Rubber Co., Ltd., inaugurated one of the largest industries in the world. This tablet erected A.D.* 1930."

The tablet bears a representation of the head and shoulders of the late Mr. Dunlop, set within a motor car tyre of Dunlop type.

# Publications Received.

CHANGES IN MOTOR CAR LAW EFFECTED BY THE ROAD TRAFFIC ACT, 1930. By N. R. Fox-Andrews, B.A., LL.B., Barrister-at-Law and A. C. Crane, J.P., Solicitor of the Supreme Court. (The Solicitors' Law Stationery Society, Ltd., 31, Breams Buildings, Fetter Lane, London, E.C.4. Price 12s. 6d. net). This is a most useful text book for the operators of mechanical transport, and the transport manager. The authors point out in the foreword that under the Road Traffic Act the Minister of Transport has wide powers to make regulations but the Act is specific in many new points of principle and must obviously be made a subject of study by those directly concerned, irrespective of subsequent regulations—the effect of many of which will probably be difficult to appreciate without a previous knowledge of the statute itself. The observations of the authors on the various sections of the Act will be found very helpful in elucidating knotty problems, and sound advice is given on the new points to be observed. The Act itself is printed in full and there is a complete Index.

THE PRINCIPLES OF MARINE LAW. By Lawrence Duckworth, Barrister-at-Law. Fourth Edition by Wm. Marshall Freeman, Barrister-at-Law. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 7s. 6d. net.) This volume is intended for the use of shipowners, shipbrokers, shipbuilders, underwriters, shipping clerks, and all persons interested or engaged in the shipping industry. Since the previous edition was published a number of new statutes and a lengthy succession of new Statutory Rules and Orders have appeared. This Edition incorporates the new principles governing bills of lading introduced by the Carriage of Goods by Sea Act, 1924, the Act with its Schedule being printed with a short explanatory note as to its general applicability. The Appendices have been reviewed and enlarged by the addition of several more recent statutes including the text of the Merchant Shipping (International Labour Conventions), Act, 1925. The book is a complete treatise on Marine Law.

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# Transport in Scotland.

**A New Road Goods Station.**—Considerable interest centres around the preparations now being made for the permanent establishment of a new road goods station in Glasgow. The site chosen is in Washington Street, and, apart from its central position it is in close proximity to the river wharves and principal docks. The building is not only intended as a goods station with storage facilities, but in addition there will be sleeping quarters for twenty men, a recreation room, and what might be described as a miniature hostel. As regards the handling of goods, every effort is being made to deal effectively with bulk loads as well as small lots, and an overnight accommodation for twenty lorries will be provided. It is the intention of the proprietors to use the station as a goods clearing house for Glasgow and the West of Scotland, receiving goods from all parts and redistributing them within a radius of 20 or 30 miles around Glasgow. The firm responsible for this innovation is Road Transports Co. (Glasgow), Ltd., 136-138, Broomielaw, Glasgow, and the firm have had considerable experience in goods clearance. During the past six years they have been engaged in goods distribution between Glasgow, Stirling, Leith, Ayrshire and the surrounding counties. At the present time they have a working arrangement with some thirty hauliers and contractors in the Scottish Midlands, and they are now extending these connections further afield. It is expected that the new station will be officially opened at the end of February and the whole scheme in full working order before the end of March.

**Obituary.**—The death of Mr. Wm. Forsyth, at Wilsonwells, Crimond, marks the passing of one of Scotlands pioneers of road passenger transport. Mr. Forsyth was intimately associated with the development of bus traffic in Buchan and other parts of Aberdeenshire. He was seventy-three years of age.

**Aberdeen Coachbuilding Industry.**—The coachbuilding industry in Aberdeen has been hard hit during the past year. It is a point of interest to note that orders for horse drawn vehicles are still being received fairly regularly, but the hope of the industry apparently lies in the demand for bus bodies and commercial motor bodies. Satisfaction is being expressed by the local coachbuilders now that the Town Council have placed the contract for a fleet of double deck buses with an Aberdeen firm.

**Glasgow General Omnibus Company.**—The report of the Glasgow General Omnibus and Motor Services for the year to September 30th, last, shows a loss of £5,606, to which falls to be added £34,000 as reserve for depreciation, making a total loss for the year of £39,606. In the previous year there was a net loss of £25,216, after providing £38,000 for depreciation. Compared with the preceding year traffic receipts declined by £28,000 and though economies have been effected, these have not been commensurate with the decrease in revenue. The report states that operations have suffered from the extreme industrial depression, while another factor was the granting of the Glasgow Corporation Transport Department "of what amounted to monopoly powers in regard to passenger traffic within the city." In terms of the offer recently made by the London, Midland and Scottish Railway Company to acquire the share capital at a price of 9s. per share, 90 per cent. of the capital has been transferred.

**New Public Bus Station, Falkirk.**—Messrs. W. Alexander & Sons, Ltd., an associate company of the S.M.T. Co., Ltd., Edinburgh, are to build a new public bus station at Callender Riggs, Falkirk. The site for the proposed building adjoins the main Falkirk-Edinburgh road, and the total floor space including an outdoor parking space will be between 3,000 and 4,000 square yards. When completed it is expected that the new station will be one of the finest in the North.

**£15,000,000 Railway Electrification Scheme?**—Railway electrification schemes for Glasgow and Ayrshire involving an expenditure of many millions, are now, it is understood, being considered by the London, Midland and Scottish Railway Company. Conversations have been going on between the Railway Company and a British firm of electrical equipment manufacturers, and it is stated that the proposals under consideration involve the electrification of the main line between Glasgow and Ayr, and the linking up of the Ayrshire Coast towns with electrical transport. It is anticipated that a scheme of this magnitude would probably be regarded by the State as being in the nature of a national development, and would almost certainly qualify for State assistance. Scotland it is pointed out is the only industrial Country in Europe without a yard of electric railway and it is believed that if the L.M.S. carry out the project for the electrification of the Glasgow-Ayrshire system that this will lead to similar developments taking place in the populous areas served by the L.M.S. and L.N.E.R. from Glasgow and Edinburgh. St. Enoch's station Glasgow has been marked out as a suitable terminus for the scheme.

**Glasgow Horse & Motor Contractors' Association.**—This association it is understood has made an offer to the men's Union to renew the present agreement for a period of three months to await the outcome of the present negotiations between the railway and their employees.

**Scottish Commercial Motor Users' Association.**—A meeting of the Association was held in Edinburgh on the 22nd December, Mr. E. Graham Guest presiding. The principal item on the agenda was the Road Traffic Act, and a number of interesting points relating to it were brought up and discussed. One in particular was the difficulties existing as to the correct delineation of a private and a commercial vehicle. Numerous examples were given showing the apparent dangers of a user of a purely private vehicle unwittingly making use of it for commercial purposes. It was finally agreed that the chairman, Mr. E. Graham Guest, should attend the next meeting of the Standing Joint Committee of Mechanical Road Transport Associations in London, and put forward views on the Road Traffic Act.

**Furniture Warehousemen and Removers' Association, West Scottish (Glasgow) Centre.**—A meeting of this centre was held on December 12th, in Glasgow. Railway matters were discussed and it was pointed out that the Executive Committee in London had been handling matters from the beginning and still had the matter in hand and it was felt that the Committee was working in the interests of all the members.

# Segrave Memorial.

THE Royal Automobile Club is asked to announce that the Segrave Memorial Fund has now been closed, the donations received, which were headed by H.R.H. The Prince of Wales, being adequate to secure the ends which the original Signatories to the Memorandum had in view.

It will be remembered that the idea behind this tribute to the memory of Sir Henry Segrave is to stimulate others to uphold British prestige before the world in like manner by demonstrating how the display of courage, initiative and skill—the spirit of adventure itself—can assist progress in mechanical development.

The constitution of the Trophy, which has been settled by the Segrave Memorial Fund Committee provides for the setting up of an Awarding Committee, consisting of representatives of the Royal Automobile Club, the Royal Aero Club, the Marine Motoring Association, the Newspaper Proprietors' Association, the Institution of Mechanical Engineers, the Royal Aeronautical Society and the Institution of Automobile Engineers. This Committee will sit each January to review the achievements of the previous year, and the Award will be made to the British subject of either sex who, in the judgment of the Awarding Committee, has accomplished the most outstanding demonstration of the possibilities of transport by land, air or water. In coming to their decision the Committee will be guided by the preceding paragraph which sets out the objects of the Trophy.

Consideration will also be given to the extent to which the apparatus used represents in design, workmanship and material, a product of the British Empire.

In the event of there being no achievement which, in the judgment of the Awarding Committee has sufficient merit to warrant an Award, the Trophy may continue to be held by the previous winner until such time as it is re-awarded.

A sum of £1,000 has been set aside to defray the cost of the Trophy.

The form which the Trophy will take has not yet been finally decided, but it is probable that it will be that of a triptych in gold, the design, being executed by Mr. Gilbert Bayes, the well-known sculptor. A replica of the Trophy will be given to the holder, to become his property, on each occasion that the Award is made.

In addition to the Trophy, medals up to a maximum of six may be given on each occasion that the Trophy is awarded, to those who assist the winner in his achievement.

The Royal Automobile Club has undertaken the duties of the Secretarial work in connection with the Memorial and any communications in connection with it should be addressed to the Secretary, Pall Mall, London, S.W.1.

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# Railway Notes and News.

**G.W.R.'s Big 1931 Programme.**—The Directors of the Great Western Railway have authorised a big list of new works for this year. The list includes the sum of £126,600 for 219 new motor vehicles and tractors for use in connection with big rail—road cartage development, replacement of horses, extension of free collection and delivery areas, country lorry services, conveyance of live-stock by road, throughout road haulage services and renewals; rolling stock and locomotives — £1,199,000; garage accommodation — £31,000; engineering — 400 miles of the permanent way will be relayed, 100 miles of track re-sleepered; 8,000 tons of steel work will be used in the reconstruction programme for bridges and other structures; new steamers—new luxury tender for Plymouth ocean traffic, £40,000; new tug for Cardiff, £13,000; modernisation of Docks, etc.

**Great Western Railway. Contracts Placed.**—Amongst contracts recently placed by the G.W.R. are the following:—Supply and delivery of 108 1½-2 ton goods chassis, Dennis Bros., Ltd., Guildford; supply and delivery of 18 35-40 cwt. Morris vans, The Morris Garages, Ltd., Oxford; supply and delivery of one rigid six-wheel 10-12 ton chassis, John I. Thornycroft & Co., Ltd., London; supply and delivery of six petrol driven platform trucks of improved type for Bristol, Douglas Motors, Ltd., Bristol; one 4-5 ton goods chassis complete with cab, pneumatic tyres and power take off, John I. Thornycroft & Co., Ltd., London; supply and erection of one 6-ton hydraulic jib crane for Smithfield Market, Hollings & Guest, Ltd., Birmingham; supply and delivery of 5 complete Ford trucks, R. Pratt, Ltd., Sutton, Surrey.

**New Locomotive Depot for Cambridge.**—The L.N.E.R. announce that the locomotive depot at Cambridge has been entirely remodelled and extended. Among the improvements will be an automatic coaling plant and a hot water plant for washing out locomotives.

**Underground Railway for Montreal.**—The scheme to provide Montreal with a rapid underground transportation system at a cost of 65,000,000 dollars has now assumed the shape of a definite project and the immediate building of eight miles of subways is proposed. Five years will be required for the work.

**New French Railway.**—A new railway line from Lérouville to Novéant will be opened on May 12th. This line, by considerably reducing the time taken by express trains between Paris and Metz, which will now pass through Toul and Frouard, will greatly improve communication between the industrial region of Metz-Thionville and the rest of France. The large metallurgical basin of the Moselle will specially benefit. The new railway is 51 kilometres long.

**Southern Railway Magazine.**—The December issue of the Southern Railway Magazine contains another interesting contribution to the series of articles entitled "Road Transport Companies in Association with the S.R." The activities of the Maidstone and District Motor Services, Ltd., are dealt with and the route diagram gives an excellent idea of the ramifications of the Company. The next article in the series will describe the activities of the Southdown Motor Services, Limited. As usual, this issue of the S.R. magazine contains some excellent illustrations and the whole of the letterpress makes interesting reading.

**London & North Eastern Railway Magazine. January Issue.**—In the course of his New Year message to the staff of the L.N.E.R., Mr. William Whitelaw, the Chairman of the Company, says: "In writing a New Year Message to the staff of the London & North Eastern Company twelve months ago I said that the trade of the country had for years been passing through one crisis after another and that one was afraid to come to the conclusion that all was plain sailing for our national industries in the future. I had, however, no suspicion then that we were entering upon a year which would reveal such an extensive collapse of trade as we have experienced since the end of last March. During the eight months from the end of March until the end of November, the number of passengers originating on our own line and exclusive of season-ticket holders has decreased by nearly 8,500,000, and our freight traffic has fallen off by over 10,000,000 tons. Well, what are we to do? One thing we shall certainly not do, and that is to throw up the sponge. I think the lesson for us is just the lesson which the whole country has got to learn, and that is that we must reduce our costs and increase our efficiency. Our Nation has always been famous for its grit. It was grit which brought our Armies through in the awful Spring of 1918, and only by the same quality can any great crisis be successfully met."

**The Railway Barometer.**—The railway traffic receipts of the four Group Railway Companies have now been published for the 51 weeks of 1930 compared with the same period in 1929, and are as under:—

| | 1930 £ | 1929 £ |
|---|---|---|
| Passengers, Parcels, etc. | 72,570,000 | 75,784,000 |
| Merchandise, etc ... ... | 61,096,000 | 66,096,000 |
| Coal, Coke, etc. ... ... | 33,786,000 | 35,861,000 |
| | 167,452,000 | 177,741,000 |

**G.W.R. Magazine. January Issue.**—In his new Year message to the Staff, Mr. James Milne, General Manager of the G.W.R., says:—"The year which has just closed has proved to be one of exceptional difficulty. The prosperity of the railway companies is entirely dependent upon the general state of industry, and the present depression in the coal, iron and steel trades, from which the Great Western Company derives about 80 per cent. of its total freight tonnage, has seriously affected its revenues. Had it been foreseen, the companies, in all probability, would not have been asked to terminate the arrangement, under which the whole of the staff agreed to a voluntary reduction of 2½ per cent. on their salaries and wages. It is now evident that the decrease in traffic and dock receipts for 1930 will be in the neighbourhood of £1,750,000. In these circumstances, however unpleasant it may be, a reduction in wages costs, which represent the major portion of the Railway expenditure, is inevitable. The Companies' application for a reduction in wages of the staff will shortly come before the National Wages Board, and I am confident that with the realisation of the facts of the case, and good-will on both sides, an amicable settlement can be reached. I desire again to express my sincere thanks for the loyal support that has been given to me by the officers and staff of all grades, and to record my appreciation of the high standard of efficiency which has prevailed during a very difficult period."

**Swedish Railways.** — The reduced business in many branches of trade resulting from the universal depression has naturally affected the results of the working of the Swedish railways, although not as much as might have been expected. For October the State Railways report earnings of Kr. 16,400,000 compared with Kr. 18,100,000 for October, 1929, and a surplus of earnings over expenditure of Kr. 2,900,000 compared with Kr. 4,400,000 for the same month last year. The surplus was still large enough to cover interest on borrowed capital and yield a net profit of Kr. 300,000. For the period January-October earnings amounted to Kr. 172,900,000, compared with Kr. 178,400,000 for the same period of 1929, and expenditure (including Kr. 13,500,000 assigned to the renewal fund, compared with Kr. 13,900,000) to Kr. 131,700,000, against Kr. 133,900,000. There was accordingly a surplus of Kr. 41,200,000, only Kr. 3,300,000 lower than the surplus for the same period last year, and after the recent writing down by the Riksdag of the invested capital on which interest is to be calculated there was a real net surplus of Kr. 14,600,000 for the period. During the first ten months of the year passenger traffic was almost unchanged at 26,330,000 passengers compared with 25,560,000 for the same period of 1929, and the quantity of Lapland ore transported was also almost unchanged at 7,210,000 tons compared with 7,260,000, while ordinary goods only amounted to 8,530,000 tons compared with 9,360,000. The private railways have issued their report for September, which shows a similar state of things. Earnings amounted to Kr. 11,890,000 compared with Kr. 12,780,000 for September, 1929, and there was a surplus of Kr. 80,000 compared with Kr. 51,000. For the first three quarters of the year the slump is more accentuated, earnings having only totalled Kr. 106,120,000 compared with Kr. 113,710,000, and as expenditure Kr. 104,200,000 compared with Kr. 106,000,000, the surplus only amounted to Kr. 1,920,000 compared with Kr. 7,710,000 for the same nine months of the previous year. The quantity of goods transported was 17,510,000 tons compared with 19,060,000 and the number of passengers 29,410,000 compared with 29,640,000.

**Locomotive Contract Placed in America.** — The New York Central Railroad has placed a contract for forty of the fifty Hudson type locomotives, for which it was inquiring, with the American Locomotive Company. The contract for the remaining ten has been awarded to the Lima Locomotive Company. Altogether the locomotives will cost 5,000,000 dollars.

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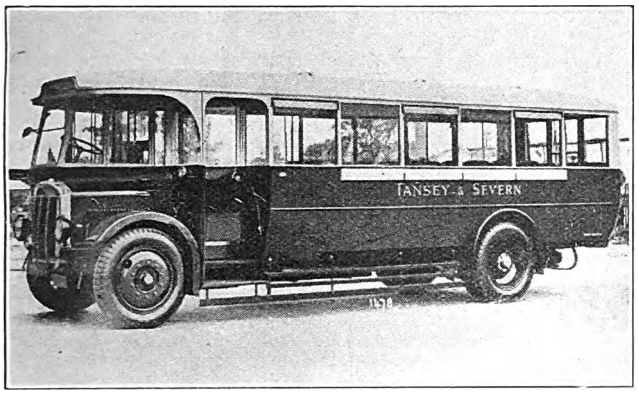
# Motor Coach and Bus Notes.

**The T.S. "Express" Chassis Continues in Favour.**—Our photograph shows the type of "Express" vehicle employed by Tansey & Severn, Ltd., who operate services between Alfreton and Nottingham, South Normanton and Nottingham, and Pye Bridge, Selston, Underwood, Brinsley and other places. The chassis carriers very roomy bodies giving accommodation for 30 passengers who enter by a door on the forward near side. The chassis itself is the forward drive type B.10.A.2. with Dunlop pneumatic tyres and C.A.V. "M" type electric




A T.S. "EXPRESS" 30-SEATER BUS IN THE SERVICE OF MESSRS. TANSEY & SEVERN, LTD.

lighting. The bodywork in this instance is by Strachans (Acton), Ltd.

**New Bus Station at Newcastle.**—The covered-in bus station erected by Newcastle Corporation at Marlborough Crescent (near the Central Railway Station) has now been opened. It includes lettered platforms, crush barriers, illuminated destination indicators, unloading platforms, inquiry, left luggage, and other offices. The vehicles using the station include a number of long-distance coaches, to and from London, etc.

**Motor Hirers' and Coach Services Association.**—In our December issue, in the course of a Report of a recent meeting of the Motor Hirers' and Coach Services Association, Mr. E. Monkman is stated to have referred to information having been received by the Association in regard to Section 19 of the Road Traffic Act and which information had required immediate attention. The matter was not in connection with the limitation of drivers' hours but had reference to the proposed restricted areas for coaches in London.

**Heavy Holiday Traffic.**—The five Manchester firms of motor coach owners working the daily Manchester-London service are:—Fingland's 9, St. Peter's Square; L.M.S.C., East Street; Majestic, 5, Oxford Road; Manchester Motorways, 41a, Piccadilly; and Roscoe's Services, 17, Oxford Road. During the recent holiday the services were exceptionally well patronised. Messrs. Roscoe stated that there were more bookings than on any previous holiday. Messrs. Fingland's also announced an extraordinary increase in bookings. The bookings from London to Manchester had been exceptionally good.

**Decentralisation Preferred.**—Mr. J. Richards, Manager of the Oldham Corporation Tramways Dept., has prepared a report in which he deals with the important question of creating a motor bus centre in Oldham. From an operator's point of view, he says, a bus centre had something in its favour, inasmuch as the town's termini would be fixed and the vexed question of "can we find a suitable terminal and loading point?" would not arise. The maintaining of schedules and the checking thereof would also be facilitated. From the passenger's point of view, he could not see that a bus centre would be of any great advantage unless it was that they would be able to make an easier interchange of vehicles (buses only) and would, in all probability, wait under cover. The disadvantages of a bus centre would be increased capital liability, cost of maintenance, increased (non-remunerative) mileage incurred, and increased fuel consumption. An estimate had been made which showed that if the six services used The Green as a centre, the additional non-earning mileage run would be 25,896 per annum. The additional cost of petrol consumed would be £263 per annum. The cost of these two items alone would amount to over £700 per annum and if eight services operated to that point, the figures would amount to 30,350 non-earning miles, £309 for cost of petrol and a total cost of over £830. If an alternative site were selected and used by eight bus services, the non-remunerative mileage would be 14,082 and the increased petrol consumption £143, the total cost per annum being £412. The number of vehicles entering the centre per hour (present services only) would be approximately 26½. Mr. Richards came to the conclusion that a bus centre would not remedy the ills which it is intended to cure, but would only aggravate matters. Rather than one central loading point, a number of decentralised loading areas adjacent to the routes were to be preferred.

**Manchester Transport Owners' Association.**—Work has already been put in by members of the motor coach section of the Manchester Transport Owners' Association to improve on the co-ordination scheme which was introduced for the first time last Easter. What weaknesses and shortcomings have been revealed will be suitably modified and every endeavour made to profit from the experiences of last season's working. The section has prepared a revised list of booking offices and this is to be submitted to the Watch Committee for their approval. Several offices have been deleted from last year's list but other addresses have been added, especially in districts where hitherto motor coach owners have not had representation. One successful result which has accrued to the Association from last year's successful effort at co-operative working is that all local motor coach owners with the exception of three, have joined the Association, so that it may be claimed that the Manchester owners are fairly completely organised. One problem, however, still confronts the passenger transport industry and that is how to maintain rates. There were several lapses from the standard schedule last year. If means can be discovered to prevent these, much worry will be saved those who abide by agreed rates and what is more, the solution will have an interest for organised vehicle owners in all parts of the country.

**A Crossley Gardner Delivery.**—Crossley Motors, Ltd., Gorton, Manchester, have sent us the accompanying photograph of a double-deck Crossley fitted with a Gardner

A 50-SEATER DOUBLE-DECKER CROSSLEY FITTED WITH "GARDNER" SIX CYLINDER OIL ENGINE FOR THE MANCHESTER CORPORATION.

heavy oil engine, which they have just supplied to the Manchester Corporation.

**Fleet of 313 Buses.**—Manchester Transport Committee is purchasing a further 50 covered-top buses at a total estimated cost of £82,000. Forty of the new buses will be required for the Altrincham-Sale route. As further accommodation will be required for the buses when delivered, the Committee is to extend Parrs Wood garage at an estimated cost of £50,000. Manchester now possesses 162 single-deck buses and 101 double-deck buses, a total of 263, so that when the new buses are delivered, there will be 313 buses available. In a report on garage accommodation, Mr. R. Stuart Pilcher states that the

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cost of extension works out at £550 per bus which is lower than the cost incurred at other garages.

**Cutting Down Journey Time.**—Wigan Corporation has embarked on the policy of substituting motor buses for trams as a means of transport between Wigan and the various townships in the Wigan Union. The first service to be tackled is that between Wigan and Ashton-in-Makerfield. Twenty-six years ago the accepted means of transport between Wigan and Ashton-in-Makerfield was a horse-drawn waggonette, which took eightly-five minutes to complete the journey. Then came the trams which took forty minutes and now a fleet of double-deck buses cover the intervening four and a half miles comfortably in a quarter of an hour.

**Busmen's Holiday.**—The Mayor of Blyth was among the guests at the annual dinner of the staff of Messrs. T. Allen & Sons, that progressive local firm of bus owners. Mr. T. H. Allen complimented the staff on their excellent work; and Mr. W. W. Allen, his brother, mentioned that the Company's vehicles had covered 955,000 miles that year and had not been involved in a single fatality. Mr. Albert Allen, another partner; Miss A. Fawcett, secretary; Miss M. Walton, Mr. J. W. H. Ratcliffe, and Mr. W. Chamberlain, spoke on the good feeling which existed in the firm, and a sketch party composed of operators provided excellent entertainment. Mr. W. W. Allen stressed that in their firm they had no foreigners, no foreign-made machines, no foreign petrol, and no foreign oil!

THREE OF THE NORTHAMPTON CORPORATION'S THORNYCROFT BUSES: LEFT, AN "A1" TYPE SUPPLIED 1924, CENTRE, ONE OF THE FIRST "J" TYPE SUPPLIED 1923, RIGHT, ONE OF THE LATEST "B.C." TYPE RECENTLY SUPPLIED.

**Thornycroft Orders.** John I. Thornycroft & Co., Ltd., Smith Square, London, S.W.1, have sent us the accompanying photograph which shows one of the latest Thornycroft buses delivered to the Northampton Corporation, alongside two of the older type. The bus on the extreme left is one of the firm's "A.1." type supplied to the Corporation in 1924. The one in the centre is one of their first "J" type buses, supplied in 1923, and since modernised to run on pneumatic tyres. The bus on the right is one of Thornycroft's latest "B.C." vehicles supplied to the Corporation's fifth repeat order for Thornycroft buses.

**Omnibus "Passports."**—The United Automobile Services, Ltd., has introduced a new system of passes by which its employees will be enabled to travel, whether on or off duty, on any of the Company's stopping services. This came into effect on January 1st and costs 6d. weekly, deducted from the wages of all who apply. A photograph of the bearer is attached to each pass; and wives and children can also travel with a 50 per cent. reduction in fares.

**"For Sweet Charity's Sake."**—A whist drive and dance in connection with the Venture Bus Co., of Ebchester, was held at Low Spen, the proceeds being for the Richard Murray Hospital at Blackhill.

**New Road Service.**—A well-known northern bus owner, Mr. Joseph Tulip, of South Shields, has inaugurated a new scheme for quick and comfortable journeys between London and Newcastle. He uses 7-seater Buick limousines, which complete the trip in 7½ hours, so competing keenly with both motor coaches and railway services.

**The Biggest Bus in Calcutta—and British.**—The police authorities of Calcutta have passed a Commer double-deck "Avenger" chassis as being the largest in the district. This chassis, which has a gross carrying capacity of 5½ tons, will be used for native passenger work and is registered as a 70-seater.

**Licences Granted.**

The Licensing Committee of the Bournemouth Corporation has granted an application from Mr. I. A. Newman and from Bournemouth Coachways, Ltd., for the transfer of the six licences held by Mr. Newman to the Company.

The Licensing Committee of the Penrith U.D.C. has granted licences for a proposed service by International Express Service between Sheffield-Manchester-Glasgow.

The Licensing Committee of the Portland U.D.C. has considered a letter from the Southern National Omnibus Company applying for licences for the Hants. and Dorset Company to enable them to run a joint service from Portland to Bournemouth. The application was granted on the same conditions as the Victory Motors, Ltd., i.e., that only through passengers should be conveyed by this service.

The Watch Committee of the Carlisle Corporation has granted three bus licences to Kate Smith for services to Penrith and Wreay.

At the Watch Committee of the Bolton Corporation, a letter was received from the Ribble Motor Services, Ltd., intimating that the Company has purchased the assets of the concern locally known as Freeman's Service and making application for the transfer to them of licences in respect of the vehicles. The licences were granted.

**Wages of Bus Drivers and Conductors.**—The Transport Committee of the Glasgow Corporation has considered an application by the Transport and General Workers' Union for a new scale of wages for motor bus drivers and conductors and recommends the following new scales of wages—being an increase of 1s. per week on the maximum of the existing scales:—

Bus Drivers.

| | | |
|---|---|---|
| 1st six months— | 60s. | per week. |
| 2nd " | 62s. | " |
| 3rd " | 64s. | " |
| 4th " | 66s. | " |
| Thereafter | 67s. | " |

Bus Conductors.

| | | |
|---|---|---|
| 1st year— | 55s. | per week |
| 2nd " | 57s. | " |
| 3rd year— | | |
| 1st 6 months— | 59s. | per week. |
| 2nd " | 60s. | " |
| Thereafter | 61s. | " |

**Inter-Municipal Agreement Proposed.**—Lancaster Corporation Omnibus Committee, after a consultation with the Morecambe and Heysham Corporation on the question of inter-running of buses, has decided "that, having in view the possibility of inter-running between Lancaster and Morecambe and Heysham at a future date, the respective Councils be recommended to make application to the Traffic Commissioners for the issue of licences to operate bus services between the two boroughs, such services to be subject to such conditions as may be mutually agreed upon between the respective Corporations."

## Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

### A PERTINENT QUESTION.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—May I beg the hospitality of your columns to put to all suppliers connected with the motor coach trade, e.g., Chassis and Accessory Manufacturers, Body Builders, Petrol and Oil Companies, etc., etc., this pertinent question:—

"What is likely to happen to your sales when operator after operator is crippled or driven out of business by

(a) Restriction of coaches in Central London,
(b) Unfair restriction of licences,
(c) Monopoly of Manufacture under the proposed new Bill,
(d) Oppressive, repressive and depressing regulations of all kinds."

I would frankly ask their financial support for the only Association energetically fighting the battle of the independent operators—and I would add here there is no conscientious objection to *anonymous* contributions!

Cheques should be sent to the Secretary, Motor Hirers' and Coach Services Association, 72, Great Portland Street, W.

I am, Yours faithfully,
For and on behalf of
THE MOTOR HIRERS' & COACH SERVICES ASSN.
ERIC MONKMAN,
9th January, 1931. Chairman, Executive Committee.

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# National Advisory Council of Public Service Vehicle Owners' Associations.

## Organisation to Deal With National Problems of the Trade.

AN important meeting, as the result of which a new organisation was formed, was held in London on January 13th, convened by the Motor Hirers' and Coach Services Association.

Mr. D. Piercy, the Secretary of the Motor Hirers' Association, asked for nominations for the position of Chairman of the meeting, and on the proposition of Mr. F. A. Flin (M.T. Co.), seconded by Mr. F. Nightingale (Northampton Commercial Motors Association), Mr. M. Logette (G.B. Motor Tours) was elected to the Chair.

In his opening remarks, the chairman said it was the first time a meeting of this type had been convened, and the object of it was that they should mutually assist one another. With the advent of the Road Traffic Act, it was obvious that motor transport was a national and not a local matter. He did not think he could do better than to refer to an extract from a speech made by the Minister of Transport, Mr. Morrison, in which he made a similar remark, and he thought he was perfectly correct, however much they may criticise the Minister. The basis of the whole thing revolved round the question of co-ordination and national representations, and the culminating factor was when this proposition was made at the annual meeting of the Association. He did not think it was necessary to look far ahead to realise that with the coming of the Road Traffic Act, there would be three national interests in road transport, and they were municipal undertakings, railway backed road services, and last but not least, the poor independents. So far as the Motor Hirers' and Coach Services Association was concerned, their representation in some areas of the country was scanty, and their Committee had for some considerable time been considering how far the Association could widen its scope from a national point of view. During the past two years, they had had frequent applications for affiliation, but under the constitution of their body they could not do that as they were an incorporated body. There was, however, time to insert any clause in the Articles of Association which would cover any decision made in consequence of the meeting. He would ask those present to state their views on the proposition.

Mr. F. A. Flin said that he strongly supported the idea of a national body, and he supported the Chairman in his remarks. He contended that the best thing they could do would be to get down to work immediately.

Mr. B. R. Roberts (Brighton Motor Coach Owners' Association) said that he was glad to receive an invitation to be present, and one of the reasons for him attending was that he required assistance. He had carefully studied the Bill, and it appeared that there was no provision at all for his class of work—short tours at the seaside. It appeared to him that when they applied for their licences at Lewes for fitness, their reply would be that they would have to get off the road, and work from garages, and that meant ruination. In his area, the Southdown Company had large premises, and carried on business in a big way. There were 16 members of his Association, and he did not think they could do much in writing to the Ministry to complain, as they would probably get a letter in reply asking who they were. That was where a national organisation would be invaluable.

Mr. R. H. Kerslake (Mansfield & District Omnibus Owners' Association, Nottingham) supported the proposition, and also Mr. Healey, a member of the Motor Hirers' Association operating in Chesterfield.

Mr. A. N. Brown (Northern Road Transport Owners' Association, Ltd., Newcastle-upon-Tyne) said that it appeared to him that unity was strength, and he thought that in forming a national body, they would be able to overcome difficulties which at present seemed insurmountable.

Mr. C. B. Jenkins, of the Nuneaton & District Association, besides a number of others, said that small associations had been springing up all over the place, and he was associated with many. At present, he could speak definitely for 300 operators, and in the course of a fortnight he thought the number would be nearer 700. They had held meetings, and had all agreed on one point, and that was that in order to approach the Minister, it was necessary for them to come to some arrangement with a London organisation. They had been aware that the Motor Hirers' Association existed, and had been doing valuable work for the provincial bus owners, and they were consequently greatly obliged to the Association for the work they had been doing. The Association was working in the background, and the majority of the operators engaged in the class of business were reaping the benefit. The long distance coach owner was going to be confronted with serious difficulties when the Act got into full swing in April. The question, therefore, was whether the Association or national body could be of any assistance to the long distance operators, unless they changed their constitution. So far as the National Advisory Council was concerned, it was a separate matter from the Association, and was an admirable idea, and one which most provincial owners would seriously consider. They would be fools if they did not, but the things were separate to his mind. There would have to be a proper proportion of long distance operators as compared with the ordinary service coach runners, and provided that difficulty was overcome in a satisfactory way, he would seriously consider advising his friends to associate themselves very closely to this scheme.

Commander C. J. Pearse (Midland Area Bus Owners' Association) said that it was perfectly obvious that it was a necessity to have a national organisation. When the Midland Association was formed a short time ago, they anticipated the formation of a national body, and provided for affiliation thereto. There were bound to be a large number of test cases under the new Act which a national body could contest, whereas a local Association would not have the funds to do so.

Mr. C. Dobbs (Skylark Motor Coach Co.), Mr. A. Kelcey (Orange Coaches, Chatham), Messrs. Samms and E. W. Barge (Medway District Bus Owners' Association, Strood, Kent), Mr. Nightingale and Mr. A. W. Allchin (Northampton Commercial Motors' Association), Mr. A. E. Tapper (Mayfair Transport Co., Ltd.), Mr. J. H. Lowe (Grey Coaches, Ltd.), and Mr. B. Thomas (Avon Valley Motor Omnibus Proprietors' Association, Port Talbot) all spoke in favour of the proposition, and Com. Pearse then proposed, "That this meeting recommends the formation of a National Council under the auspices of the Motor Hirers' and Coach Services Association to represent the interests of Independent Public Service Vehicle Owners' Associations." This was seconded by Mr. Allchin and unanimously agreed.

The Chairman then proposed that the title of the Association should be the National Advisory Council of Public Service Vehicle Owners' Associations, which was seconded by Mr. Nightingale and agreed, and it was agreed that the primary object of the Council should be to promote and protect the interests of the members of the Association in all matters arising out of existing and future legislation.

It was further decided that the minimum membership of local Associations wishing to join the Council should be 20, with discretionary powers to accept a smaller number if the Council thought fit. It was also agreed that a local Association should appoint one delegate for 20 members, two for 45, three for 95, and one for every additional 50 members, with a maximum of six delegates. The amount of contributions was also fixed at £10 per delegate per annum, the Association to apportion how it was to be paid amongst its own members. During the period of emergency previous to the operation of the Road Traffic Act, it was further resolved to hold monthly meetings, and the next meeting was fixed for February 10th.

The meeting then terminated with a vote of thanks to the Chairman, proposed by Com. Pearse.

The offices of the Association have recently been moved from 17, Water Lane, London, E.C.3, to 72, Great Portland Street, London, W.1.

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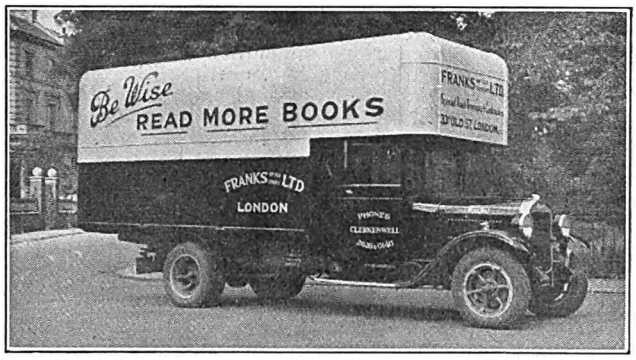
# News from all Parts.

**Northern Road Transport Owners' Association.**—This Association has been formed as the outcome of a meeting of bus operators in Newcastle-on-Tyne in order to combat the very serious difficulties with which this branch of the transport trade is faced. The offices of the Association are at 12a Northumberland Street, Newcastle-on-Tyne, and the Secretary is Mr. A. Norman Brown. The immediate plans of the Association, apart from local matters in connection with bus stations, are to look after the interests of its members through the early difficult stages of the Road Traffic Act. The Association fully realises the gravity and far-reaching effect of the Act in so far as public service vehicles are concerned and views with no small amount of concern the difficulties ahead when the final regulations, controlling public service vehicles, are put into force.




A "STEWART" 2-2½ TONNER FOR BOOK TRANSPORT.

**A "Stewart" for Book Transport.**—Our illustration shows a 2-2½ ton "Stewart" supplied last August by Morgan, Hastings, Ltd., 17, Berkeley Street, London, W.1, to Franks of Old Street, Ltd., 33a, Old Street, London, E.C.1. The Luton type body by A. L. Cole, New Southend Road, Laindon, Essex, is 14 ft. 6 ins. long, 7 ft. 3 ins. high and 6 ft. 6 ins. wide. This vehicle has already covered 19,000 miles and running repairs to date have only amounted to the sum of £4 3s. 6d.

**Good Agency Wanted.**—A gentleman, well known to us, who for twenty-five years has travelled London and district calling upon transport operators and introducing to them the leading makes of tyres and motor engineers sundries, informs us that he is now travelling in the same area on his own account introducing transport accessories. He is, moreover, open to represent the manufactures of one more reliable firm. Any of our readers who are interested can get into touch with this gentleman by addressing letters to "Agency," c/o THE WORLD'S CARRIERS, 68/69, Shoe Lane, London, E.C.4.

**International Motor Rally of Rome.**—We have now received an advanced copy of the Official Programme of the International Motor Rally to be held in Rome in April next. The event covers a week, starting on Thursday, April 23rd and finishing on Wednesday, April 19th. The business part of the Rally only takes up a portion of each day and the competitors will be hospitably entertained in Rome by the Royal Automobile Club of Italy and by the Automobile Club of Rome at an official dinner, at a ball at the Hotel Excelsior, at luncheon at Ostia and at luncheon in Rome, while on the night before the event comes to an end there will be an excursion to Roman Castles and a Garden Party, followed by a Gala night at the Opera.

**Three Towns Bus Agreement.**—Representatives of the Corporations of Burnley, Nelson and Colne at a conference decided to recommend each local authority represented (a) to consider the desirability of setting up a transport board to own and operate the passenger transport services of Burnley, Nelson and Colne; (b) to bear such proportion of the cost of the services of any expert who may be engaged; (c) to appoint a sub-committee consisting of three representatives from each of the three authorities further to investigate the matter, with power to engage experts and to report from time to time to a joint conference.

**Motor & Cycle Trades Benevolent Fund. Annual General Meeting.**—The Annual General Meeting of the Motor and Cycle Trades Benevolent Fund was held in London on December 10th. The Reports and Statement of Accounts were presented by Mr. A. J. Wilson, the General Hon. Secretary and Treasurer, for the twenty-fifth year in succession and, as he pointed out, for the last time, as owing to his removal to the country he had definitely decided not to seek re-election. The Report of the Wardens of the Children's Home was presented by Mr. G. H. Smith and they were all unanimously adopted by the meeting. At the meeting of the Council which immediately followed, Sir George Beharrell, D.S.O., Representative on the Council of the Dunlop Rubber Co., Ltd., was unanimously elected President for 1931. The formal resignations of Mr. and Mrs. A. J. Wilson as General Honorary and Honorary Assistant Secretary and Treasurer respectively were received with great regret. A resolution expressing the keen appreciation of the Council, proposed and seconded by Mr. Fred Brown and Mr. E. F. Johnson, the senior members of the Executive Committee, was passed unanimously and it was resolved that Mr. Wilson's name should be permanently associated with that of the Fund as Founder, that a permanent memorial recording their services should be displayed at Head Office, and that a memento should be presented to Mrs. Wilson. Mr. Instone presented a report on the Motor Ball and Carnival, as a result of which he had been able to forward a cheque for £725 to the President, making a total of over £3,000 contributed to the Fund as the result of the four Motor Balls held. He paid a special tribute to the work of Mr. A. H. Dawson as Secretary and Organiser. The meeting closed with a very hearty vote of thanks to Mr. Boultbee Brooks, President of the Council for 1930.

**Something New in Removals.**—We have received from W. Manning & Son, Ltd., 62 Compton Road, Birkdale, Southport, the photograph which we reproduce and which shows a Reo motor vehicle fitted with a special furniture van built by the firm themselves. It has a capacity of 1,400 cubic feet and, in addition, has accommodation to carrying up to 8 passengers, so that the entire job of removing a family from one home to another can be carried out by the same vehicle, thus ensuring that the household goods arrive at the same time as the occupiers of the new house, saving in many cases hotel expenses while waiting for the goods to arrive. Passengers and furniture will be fully insured. We are informed that just recently the firm have carried out a removal from

A "REO" FITTED WITH SPECIAL FURNITURE VAN.

a town in East Lancashire to Southport in one day, the family having breakfast in the former town and tea at Southport, travelling with their household goods. W. Manning & Son, Ltd., inform us that they will be pleased to give estimates for the building of similar vans for members of the trade.

**"On Guard."**—In the December issue of "On Guard," the little pocket magazine issued by the National Safety First Association, of 119, Victoria Street, London, S.W.1, as part of a specialised accident prevention service, which consists of an intensive campaign each month against one of the principal dangers of industry, the particular hazard

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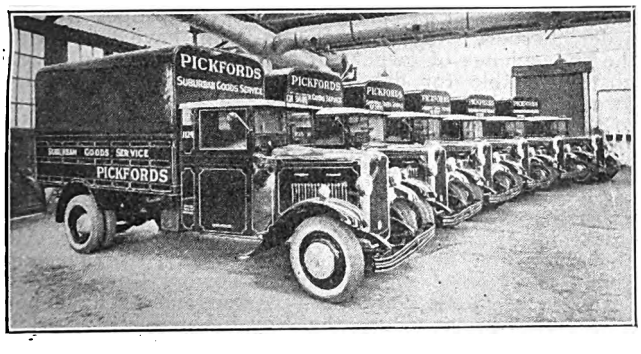
covered is "Internal Transport," in connection with which there are 2,281 accidents a year. The magazine deals with various aspects of Health, as well as Safety, at Work, in the Street and in the Home.

**Horses in London.**—At a recent meeting of the Council of the National Horse Association of Great Britain, consideration was given to the recent suggestion that horses might be debarred from proceeding along various London streets and the following resolution was adopted unanimously: "The Council of the National Horse Association of Great Britain on behalf of the 94 horse owning and breeding Societies associated with its work, protest most strongly against any proposal to restrict the use of Horse Traffic in certain streets in London. A very serious blow would be dealt to the horse breeding and farming industry generally consequent upon inability to dispose of young stock, while further such proposals would doubtless lead to the dismissal of many transport employees who have not the required knowledge to handle mechanical transport, and at the present time would doubtless have considerable difficulty in securing other employment, while it would mean that hundreds of small traders would be unable to use the horse, which is not only their best but only possible form of transport." The Council resolved that a Committee should be appointed to consider all Bills presented before Parliament which affected the horse owner and breeder in any way. The Annual General Meeting of Members will be held on Tuesday, March 31st next.

**F.W. & R.A. New Members.**—The following firm has been elected to membership of the Furniture Warehousemen & Removers' Association: Messrs. Lewis's, Ltd., Bull Street, Birmingham.

**"Commers" for Pickfords.**—We illustrate a fleet of Commers G.2 type (40/50 cwt.) with wheel base of 13 ft. 6 in., recently delivered by Commer Cars, Ltd., of Luton, to Pickfords, Ltd., the well known transport con-




A FLEET OF "COMMER" 2-2½ TONNERS FOR PICKFORDS, LTD.

tractors. The order for these was placed through Commer Cars' London Sales Organisation.

**Travel Association's 1,000,000 Calendars.** — Printed in red and black the Annual Calendar of Events in Great Britain and Ireland, with information for visitors, prepared by the Travel Association of Great Britain and Ireland, makes its second annual appearance. One million copies of this Calendar will again be printed, 600,000 in English and 400,000 in French, German, and Spanish, and distributed all over the world. The English edition, which is now ready, is being despatched at once to distributing agents in the British Dominions and the United States. It contains a full list of events taking place during each month of 1931 in all parts of the British Isles, with a special index of "old world customs" still celebrated and so popular with visitors to this country. In a foreword Lord Derby, President of the Travel Association, offers a welcome to all readers:—"In Great Britain and Ireland," writes Lord Derby, "you will find many things of unique interest, many of world-wide importance, great events which have a universal appeal, small events of a more intimate character, all combining to make the stay of a visitor, however long or short it may be, well worthy of the journey from his home, and still more worthy of recollection in times to come." Before the Prince of Wales reaches Buenos Aires to open the British Trade Exhibition on March 14th, 100,000 copies of the Calendar in Spanish will have reached the Exhibition for distribution to visitors and many thousands will be in circulation in the principal cities which the Prince will visit on his way to the Exhibition. The Spanish, the French, and the German editions of the Travel Association's Calendar have been specially edited to include facts of interest to the nations they represent. The offices of the Travel Association of Great Britain and Ireland are at Kinnaird House, 1, Pall Mall East, S.W.1.

**Britain's Petrol.** — The revolution in the oil industry brought about by motors and motoring was referred to by Mr. F. E. Powell, Chairman of the Anglo-American Oil Co., Ltd., at the sea trials off the Tyne of the Company's latest motor-driven tanker, "Appalachee." Mr. Powell, recalling the launch of a previous tanker of that name in 1894, said that whereas the world's production of petroleum then was only 12,000,000 tons, they now produced that quantity in America alone every month and the world's production had multiplied 16 to 17 times. Britain was one of the world's largest consumers of petroleum products to-day. The motor spirit trade of the country had increased from 476,000,000 in 1924 to 950,000,000 for 1930—and the end was not yet. The world no longer feared a shortage of oil and with a certainty of supply there was bound to be a further rapid increase in consumption.

**Dangerous Roadside Trees.**—The Automobile Association, in co-operation with the Roads Beautifying Association, has published an interesting illustrated booklet dealing with the care and treatment of roadside trees, from the points of view of safety to road users, as well as better preservation of trees for which this country is renowned throughout the world. A foreword by Lt.-Col. C. H. Bressey, C.B., C.B.E., F.S.I., Chief Engineer, Roads Department of the Ministry of Transport, draws an analogy between decay in teeth and trees, and points the moral. Copies of the booklet have been issued to all highway authorities in the country, and a strong appeal is made for the assistance of landowners.

**A "Thornycroft" for Bread Delivery.**—We illustrate a very attractive baker's 2-ton van on "Thornycroft" type

A "THORNYCROFT" 2-TONNER FOR BREAD DELIVERY.

"A2 forward" chassis. This vehicle was recently supplied by the Liverpool office of John I. Thornycroft & Co., Ltd., to the repeat order of Benjamin Sykes & Sons, Ltd., Mersey Bakery, Rose Place, Liverpool.

**Visit of the Commercial Secretary to His Majesty's Embassy at Rio de Janeiro.**—The Department of Overseas Trade announce that Mr. Stanley G. Irving, the Commercial Secretary to His Majesty's Embassy at Rio de Janeiro, is now in this country on an official visit. Mr. Irving will be available at the offices of the Department during the periods 2nd-6th and 23rd-27th February, to interview manufacturers and merchants interested in the export of British goods to Brazil. He will also visit a number of industrial centres in the Provinces. Firms desiring interviews with Mr. Irving in London, or information regarding his arrangements to visit provincial centres should apply to the Comptroller-General, Department of Overseas Trade, 35, Old Queen Street, London, S.W.1, quoting the reference 2111/1/30.

**Shire Horse Society.** — At a recent meeting of the Council of the Shire Horse Society, under the Chairmanship of the President, Mr. David Davies, final arrangements were made for the fifty-second Shire Horse Show to be held at the Royal Agricultural Hall on Tuesday, February 24th and the two following days. On the first two days the Show opens at 9 a.m. and judging commences at 10 a.m. The Stallion and Gelding classes will be judged on the first day, and the Mare classes and Produce Groups on the Wednesday, with the Judging of the Championships at about 2.30 on that afternoon. On Thursday the Show opens at 8.30 a.m. Stallions, Mares and Geldings entered for the Auction will parade at 9 a.m., and the Sale will commence at 10 a.m. The Commercial Classes will be judged at 2 p.m. on that day. The

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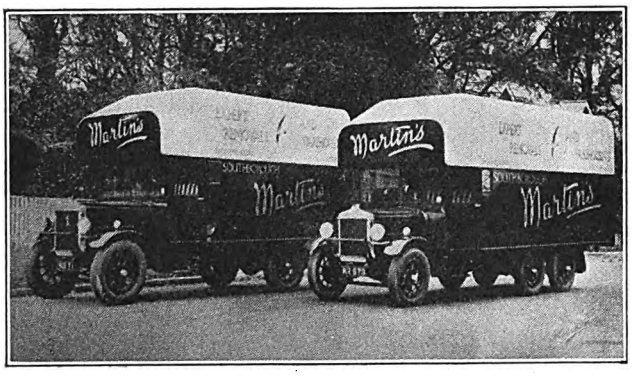
Schedule, comprising twenty-three classes with prizes totalling £1,900, was approved. Sir Gomer Berry, Bart., has kindly presented a hundred guinea challenge cup for the best Stallion in the Show. A further cup, value £25, presented by Mr. David Davies, will also be awarded to the champion Stallion. The Annual General Meeting of Members has been fixed for 4.15 p.m. on Wednesday, February 25th, at the Royal Agricultural Hall, London.

**Our Overseas Trade.**—Commercial visitors to Portuguese East Africa, Tangier, Spanish and French Zones of Morocco, Syria and the Lebanon, Turkey, Algeria, Tunisia, Tripolitania and Cyrenaica would do well to apply to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1, for a booklet containing hints for their guidance. The information contained in these booklets will be of interest to firms who may be contemplating sending a representative to these markets and who are not familiar with local conditions.

**Ford Assembling Plant in Mexico.**—A Detroit message says that in announcing that negotiations for the purchase of a site for the new assembling plant at Mexico City had been concluded, the Ford Company states that the construction work will begin shortly and that the plant will have a capacity of 100 cars and trucks a day. The plant will be a modern one-storey building, 380 by 600 feet, and will include a department for the building of motor car bodies, now shipped to Mexico from the United States.




THE TWO "WILLYS MANCHESTER" LORRIES REFERRED TO IN TEXT.

**"Manchesters" for Well-known Removers.**—We illustrate a Manchester 30/35 cwt. van and one Manchester 2½ ton six-wheeler van in the service of J. Martin and Sons (Southborough), Ltd., removal and warehousing contractors, of Southborough, Tunbridge Wells. These vehicles form part of a fleet which we understand will eventually consist entirely of Manchester lorries. The chassis and bodies were supplied by Sussex Motors, Ltd., of 1a, Cromwell Road, Hove.

**Precautions During Frosty Weather. R.A.C. Advice to Car Owners.**—The Royal Automobile Club has issued the following suggestions to car owners concerning the most effective methods of preventing damage to car radiators, cylinder blocks, etc., during frosty weather. It is pointed out that the damage is done at the time of freezing, not during the thaw, and steps should therefore be taken to prevent the former, either by heating the motor house or by using an anti-freezing mixture. There are several effective proprietary preparations of this kind on the market, and the R.A.C. can also recommend the following:—(1) One pint of glycerine added to one gallon of water. This should be well shaken and thoroughly mixed before filling into the radiator. (2) Half-a-pound of calcium chloride to the gallon of water, to be mixed as above. This mixture will resist approximately 12° of frost. (3) Seventy-five parts by weight of carb. potassium in 100 parts by weight of water, to be well mixed, plus 50 parts by weight of glycerine. This mixture will remain liquid at 20° below zero. Alternatively, if it is desired to obtain protection whilst a car is left standing in an unheated garage, the water can be drained from the radiator. After all the water has apparently run off, the engine should be turned over a few revolutions in order to empty completely the pump and circulation system. Where plugs are fitted in the lower extremities of the cylinder water jackets, these should be unscrewed and any water still remaining allowed to drain off. Radiator muffs afford a certain amount of protection in the motor house, but too much reliance should not be placed in them, their primary function being to maintain the water at an equable temperature whilst on the road. It is the lower part of the radiator which requires protection, and the best type of muff is that which is unfastened from the top downwards. Cases have occurred in which the lower part of a radiator has frozen up with the engine running!

**Overladen Vehicles.**—Chorley Town Council has referred back for further consideration the resolution of the General Purposes Committee expressing the opinion that the excessive overloading of commercial vehicles is causing serious damage to the public highways necessitating the expenditure of large sums of public money for maintenance, and proposing that representations should be made to the Superintendent of Police that action should be taken in all cases in which an offence is committed. It was pointed out to the Council that light vehicles, if overloaded, did not do the damage caused by heavier traffic. Several motor lorry drivers were summoned at Chorley on December 30th for driving overloaded vehicles. In one case a lorry was carrying a load of 10 tons 19 cwts. on the back axle, the registered weight being eight tons. Fines varying from 20s. to 40s. were imposed.

**London Van Horse Parade.** — The Annual Parade of London Van Horses will be held in the Inner Circle, Regent's Park, on Easter Monday, April 6th. The Rt. Hon. Lord and Lady Mayoress of London will attend the Parade in State and present the prizes at 12 noon. All trotting single and pair horse vanners are eligible for entry. A special section has been opened for barge horses. As long as the horse is properly groomed, well looked after, and the van and harness is clean, it is possible for every driver to secure a First Class Award, entitling the driver to a Money Prize, the R.S.P.C.A.'s Merit Badge and Award Card. Entry forms are obtainable from Mr. R. A. Brown, 12, Hanover Square, London, W.1.

**Ferodo Brakes.**—With reference to that part of the New Road Traffic Act under which the Minister may regulate the number and use of brakes and secure that such brakes shall be efficient and kept in proper working order, Ferodo, Ltd., Chapel-en-le-Frith, have printed for the convenience of owners of transport vehicles a special poster suitable for exhibition on the premises of fleet owners for the purpose of calling the attention of drivers to the necessity for reporting immediately if their brakes are not functioning properly. Copies of the poster may be had on application.

## MERSEYSIDE.

**Obituary.**—Mr. T. Barrett Bicket, who died recently, was Joint Managing Director with his brother, Mr. Alex Bicket, of the Kyle Transport Company, of Liverpool, and a Director of the Alexandra Towing Company.

**Liverpool Horse Parades.** — Arrangements have been made by the Council of the Royal Lancashire Agricultural Society with the Committee of the Liverpool May Parade of Horses whereby, without interfering with the holding of the latter event, the customary adjudications of the city's light and heavy horses will be transferred to the Lancashire Society's show at Liverpool in August. At the latter event there will be a grand parade of Liverpool cart horses. The Society will present 5s. to each carter taking a horse into the ring.

**Transport Staff Dinner.**—Mr. G. B. Lissenden, Manager of the Traffic Department of Messrs. Lever Bros., Ltd., Port Sunlight, presided at the annual staff dinner of members of the Traffic Department. The proceedings, which were mainly social, were attended by Mr. C. W. Barnish, a Managing Director of the firm.

**More Co-ordination.**—A transport sub-committee has been appointed by the Liverpool Corporation Port Sanitary Committee to (a) have the management and control of all motor vehicles in connection with the various local hospitals and institutions; (b) to give the requisite directions regarding the use of such vehicles, upkeep, running repair replacements and the keeping of all necessary records and books; and (c) to have the control and direction of all drivers, mechanics and other employees wholly engaged in connection with the work of the transport department.

**One-Way Traffic for Bootle.** — Traffic from Bootle docks now has to proceed only by the main roads, Marsh Lane and Strand Road, instead of cutting through the section of Talbot Street from Marsh Lane to Brook Road. Talbot Street is now closed to mechanically-propelled vehicles having an unladen weight exceeding three tons or which have seating accommodation for more than twenty persons exclusive of the driver.

**More Trams Superseded.** — Wallasey Corporation on January 5th discontinued the Warren Drive tramway route. As soon as certain road repairs have been carried out, the route will be worked by motor buses.

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## MANCHESTER.

**Manchester Road Users.** — Manchester Committee of Road Users, at their next meeting, will consider the proposal of the Manchester Traffic Congestion Committee, for the diversion of all traffic approaching Manchester from the south along Cavendish Street, Lower Ormond Street and Devonshire Street, behind All Saints' Church, an arrangement which will leave the stretch of Oxford Road, immediately fronting the church, free for the outward bound traffic. The proposal will not come before the City Council for ratification until the views of the road users associations have been obtained.

**No Trackless Trolley Vehicles for Manchester.**—Manchester Transport Committee has decided not to seek powers for the devolpment of trackless trolley vehicles in the city.

**To Scrap and Buy New Buses.**—Nine of the existing Bolton service buses are to be scrapped and tenders invited for the supply of 10 double-decker buses. Having decided to standardise its motor bus fleet, Oldham Tramways Committee will sell seven old buses and purchase four new ones.

**Diesel-engined Motor Bus for Manchester.**—Manchester Transport Department has obtained delivery of the first Diesel-engined double-decker omnibus for the local public service. It is the third such all-British passenger vehicle built in conjunction by Crossley Motors, Gorton, and Gardners of Patricroft, their first having gone to Leeds at the end of September and the second to Sheffield. It is a 48-seater saloon.

## NORTH-EAST COAST.

**Bridge or Tunnel?**—South Shields Town Council spent considerable time at a special meeting in discussing the question of a bridge or tunnel as a means of crossing the Tyne. It was finally resolved to ask the Ministry of Transport what grant they would be prepared to make in the event of the two Corporations concerned proceeding with a tunnel or bridge scheme.

**Social Functions.** — About 100 members of the Shell-Mex Social Club and guests dined at South Shields under the Chairmanship of Mr. H. F. Dowland (Manager of the Jarrow depot), who proposed the one toast of "The Visitors." This was responded to by Mr. H. F. Dowland, Divisional Manager of Shell-Mex, Ltd. (Newcastle headquarters).

**New Garage at Morpeth.**—Messrs. C. H. Mason & Co., Ltd., of Gateshead & Newcastle, are the new proprietors of the Castle Garage at Morpeth, which was opened formally on December 29th by Alderman W. S. Sanderson (ex-Mayor of Morpeth). Now under the management of Mr. F. J. Bell Atkinson, it was owned originally by Mr. R. Wood, an old motoring pioneer.

**Police Chief's "Safety First."**—The Chief Constable of Newcastle, Mr. F. J. Crawley, tackles the traffic problem with conspicuous ability in a booklet which he has issued to Newcastle "Safety First" Council. He has drawn upon an impressive array of experts for his material and makes many pointed suggestions. These include the need for additional automatic signals in the city; the formation of a police traffic control department in Newcastle; the adoption of the one-way system in four thoroughfares; the inauguration of a semi-gyratory system, and the provision of additional traffic islands. The unilateral method of parking motor cars in Newcastle is, claims Mr. Crawley, very satisfactory.

**One Vote Decides.**—A proposal to extend Sunderland tramways along the Whitburn Road at Seaburn to the borough boundary was negatived by a margin of one vote by Sunderland Town Council. Another proposal for a loop line to facilitate the handling of football crowd traffic was passed.

**More Trolley Buses.**—Darlington Council has decided to promote a Provisional Order authorising the Corporation to run trolley buses along additional routes.

## HULL.

**The Humber Bridge.**—A poll of the local government electors of Hull on the proposal to erect a bridge across the river Humber is on the point of being taken. At the town's meeting held in the City Hall the voting was almost unanimously in favour of the scheme, only 35 out of 3,000 people present holding up their hands in opposition. Within a few hours, however, a requisition, promoted chiefly by the shipping interests, and bearing 150 signatures, was handed in at the Guildhall demanding a poll. This step is possible because the Hull Corporation are the promoters of the bill to authorise the construction of the bridge, and no municipality can put forward a Parliamentary measure without first having obtained the sanction of the ratepayers. It is satisfactory to note that the engineering question, upon which the opponents base their case, is better understood and appreciated by the public than was the case earlier on. There is still an inclination in many quarters to make light of the probable danger to the deep water channel, but that is the point upon which the fight will take place assuming the poll is in favour of the bill and thus permits the proposal to come before the councillors at Westminster. As the Government are backing the scheme to the extent of providing 75 per cent. of the cost of £1,725,000 the bill is likely to be passed by the House of Commons Committee, but the House of Lords Committee may be influenced more strongly by the case the opposition will put forward.

## NORTHERN IRELAND.

**Mr. William Chamberlain.**—Mr. William Chamberlain, Chairman of the Traffic Commissioners for the north-western area of England, relinquished his position as manager of the Belfast municipal tramway undertaking on December 31st. The Belfast Corporation have accepted a recommendation by the Tramways Committee that Mr. Chamberlain should be appointed to act for them in an advisory capacity until his successor is appointed. On December 30th Mr. Chamberlain was the guest, at dinner in the Grand Central Hotel, Belfast, of the Route Bus Owners' Association of Northern Ireland, of which he was President. Mr. James M'Crea, M.Inst.T., manager of the Belfast Omnibus Co., presided, and Mr. Chamberlain was presented with a gold cigarette case. In his speech, Mr. Chamberlain said that the Road Traffic Act had been based on the actual working and experience of transport in Northern Ireland. He said there was a great future in store for Northern Ireland in the scheme of co-operation and unification of transport in the province. Before he left Belfast Mr. Chamberlain received a gift of silver plate from the employees of the tramways undertaking.

**Belfast Transport.**—In his last report to the Belfast Tramways Committee, Mr. William Chamberlain was able to announce that the traffic receipts of the undertaking had reached record figures. For the week ending December 26th the receipts from trams amounted to £12,641, and from buses, £1,482. The transport receipts for the corresponding week two years ago was only a little over £7,000. Two double-deck buses are now in use on one route in Belfast, and Mr. Chamberlain said their receipts per mile amounted roughly to 1/10d. and were never below 1/5d., whereas single-deckers averaged 12d. The new service had brought the receipts from both types of bus to 3¼d. per mile, as compared to 2¼d. per mile before the introduction of the double-deckers.

## IRISH FREE STATE.

**Forthcoming Legislation for the Regulation of Road Transport in the Irish Free State.**—In the Irish Free State Senate on December 18th, Senator O'Farrell drew attention to the delay in bringing in the Traffic Regulations Bill which had been promised by the Government. In 1929 passenger buses in the Free State covered 24,000,000 vehicle miles, carried as many as 48,000,000 passengers, and took £806,000 in receipts. For the first nine months of 1930 the mileage had increased by 1½ millions, and passengers by over two millions. In 1925 there were 29,000 motor vehicles of all kinds licensed in the Free State, and that number had now increased to 47,000. The present position was absurd. There was no control with regard to the issue of licences, and a boy of 17 years could drive a bus, and a boy a day over 14 years could get a licence to drive a motor cycle. A person could steal a motor car, and say in defence that it was "a joy ride." General Mulcahy, Minister for Local Government, said that he could promise the Senate that the Motor Car Act of 1903 would not again appear in the next Expiring Laws Bill. Mr. Comyn, K.C., asked was that a definite promise? General Mulcahy: It is an absolutely definite promise.

**The Motor Bodies Industry in the Irish Free State.**—From a return dealing with industries carried on in the Irish Free State, submitted to Dail Eireann by the Minister for Industry and Commerce, it appeared that on 1st September last the number of persons employed in the Free State in connection with the construction of motor bodies was 347, which compares with 249 persons so employed on 26th April, 1924, which was the date of the imposition of a tariff on the importation of such vehicles.

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# The Crossley "Eagle" Chassis.

THE Crossley "Eagle" chassis is already a favourite with many large operators of passenger vehicles, including municipal authorities as well as large private undertakings, and amongst the patrons of Crossley Motors, Ltd., Gorton, Manchester, are included the War Office, the Air Ministry and British Colonial and Foreign Governments. With regard to Government patronage: it is well known that before these place orders the vehicles are subjected to most exacting tests which must be passed before acceptance, therefore, the high quality of Crossley products is assured.

The Crossley "Eagle" 32-34 seater chassis is built specially to meet the demand for a fast, economical and thoroughly trustworthy passenger vehicle. The following is a brief description of its main features:—

It is fitted with a 4-cylinder 30/70 h.p. engine, bore and stroke 4 5/16 in. and 5½ in. respectively. The cylinders are cast in pairs to facilitate removal and have detachable heads. Separate auxiliary drives are provided by silent chain (a) to the camshaft, water pump and magneto and (b) to the dynamo. Side valves on the near side are operated by adjustable tappets of the roller type. The tappet and valve springs are easily accessible, being placed under removable covers, and each tappet is easily withdrawn from the engine. The crankshaft has five bearings. The cylinder heads are of special aluminium alloy.

The dry sump lubrication system is adopted which retains the main body of oil in a separate closed reservoir under the crank chamber. This arrangement preserves the lubrication from petrol dilution. A double self-priming gear pump driven through spiral bevel gear from the camshaft circulates the oil under pressure from the reservoir through a filter and the drilled crank to the main bearings and big ends, gudgeon pins, pistons and camshaft and an oil way is provided to deal with the timing chains and sprockets. A patent self-cleaning oil filter is included in the circulation in an immediately accessible position and a pressure release valve is arranged to return all surplus oil direct to the separate reservoir, holding 2 gallons. A combined filler and dipper gauge is placed on the near side of the engine, test cocks are also provided and there is an oil pressure gauge on the dash.

The chassis lubrication is by oil throughout, there being special lubricators adapted to the oil gun system.

Ignition is by H. T. magneto, and the carburetter is a vertical type provided with air shutter for easy starting. Cooling is by centrifugal pump, fan and gilled tube type radiator mounted on a spring loaded spherical socket support. The petrol tank is on the nearside of the chassis, it has a capacity of 35½ gallons, Autovac feed, the petrol passing through a filter.

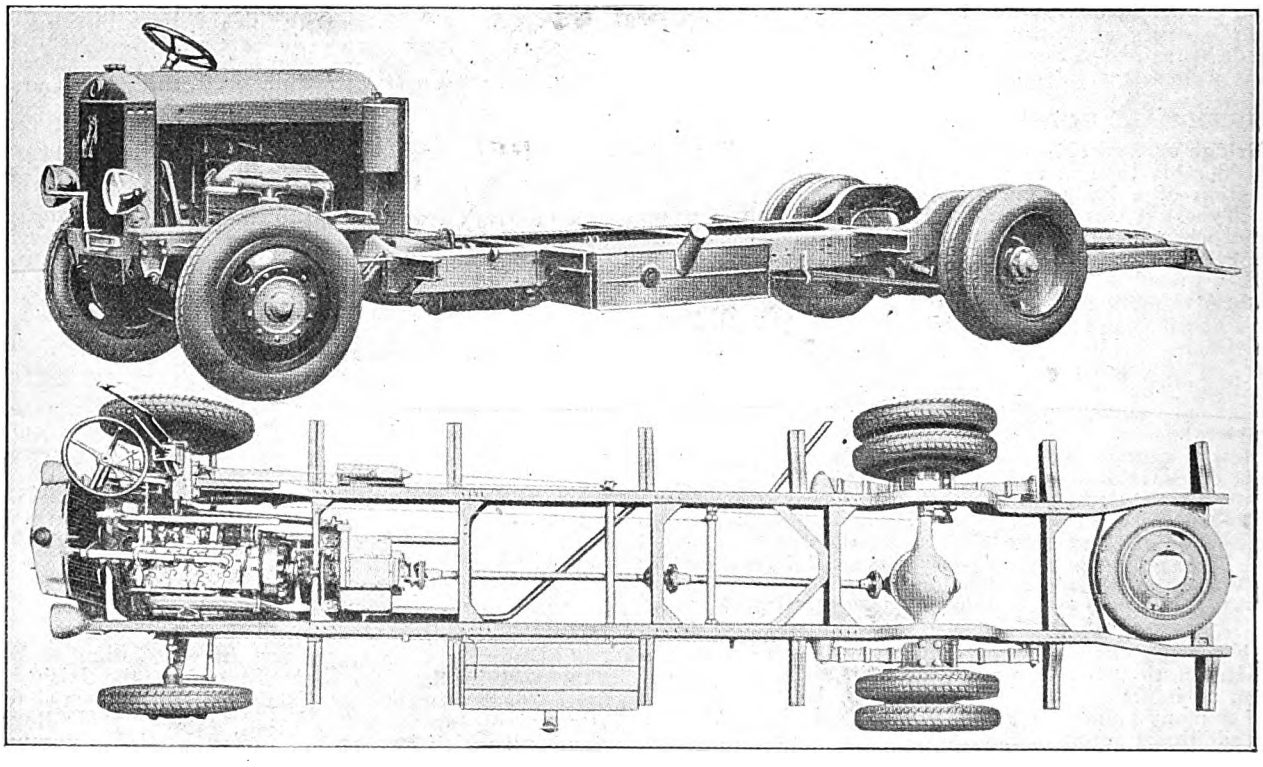
Power is transmitted through a single plate clutch to a four speed gearbox with the following ratios:—1st, 5.88 to 1; 2nd, 3.29 to 1; 3rd, 1.88 to 1; 4th, direct; reverse, 5.18 to 1. The controls are on the driver's right hand.

Transmission is by a two part tubular propeller shaft connected to the gearbox by a large universal coupling and on a cross member amidships, a hanger bracket forms the housing for a self-aligning ball bearing in which the rear end of the forward shaft is supported. An intermediate metal universal coupling connects the two parts of the shaft and the rear axle is bolted up by a further similar coupling.

The back axle is the full floating type with underdriven worm with 6.25 to 1 gear ratio.

Four wheel brakes are fitted foot operated and Dewandre servo attachment. The hand brake operates separate shoes in the rear wheel drums. Steering is by cam and lever. The steering column is mounted forward alongside the radiator. A solid forged steering connecting link is carried by spring loaded ball and socket joints which cannot get adrift or out of position. The throttle and ignition controls operate on a combined quadrant on the steering column. The frame is of high tensile steel with seven cross members and there are separate sub-frames for the engine and gearbox. There are 12 double channel section outrigger brackets of pressed steel provided for rigidly mounting the body on hard rubber pads. Semi-elliptic springs are provided front and rear. The underslung rear springs are 5 ft. in length. Disc wheels are fitted and 36 in. by 6 in. s.s. tyres single front, twin rear. The electric lighting set includes two head lamps and dash and tail lamps. An electric starter may be fitted at extra cost.

General measurements are as follows:—Wheelbase, 16 ft. 7½ in.; overall chassis length, 25 ft. 6⅜ in.; rear of driver's seat to rear of chassis (32-seater), 21 ft. 3 in.; track, front and rear, 5 ft. 11¼ in.; turning circle, 59 ft. 2 in. approximately. Overall width of chassis including wings and lamps, 7 ft. 6 in. Laden height of frame at rear of overhang (32-seater drop frame chassis), 1 ft. 3 in.; laden height of frame at rear of overhang (26 and 32-seater straight frame chassis), 1 ft. 11½ in. Price £970. Forward steering. Starter £15 extra.



TOP: SIDE VIEW OF THE 32-SEATER CROSSLEY "EAGLE" FORWARD STEERING PASSENGER CHASSIS. TWO TYPES OF FRAME CAN BE SUPPLIED—WITH DROP FRAME AT REAR AS SHOWN IN ILLUSTRATION, OR STRAIGHT LOAD LINE. BOTTOM: PLAN VIEW OF 32-SEATER CHASSIS SHOWING GENERAL LAY-OUT.

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# London Shipping and Forwarding Agents' Conference.

## Annual Dinner.

THE Annual Dinner of the London Shipping and Forwarding Agents' Conference was held at the Holborn Restaurant, London, on January 13th.

**MR. M. E. DUFFETT,** the President of the Conference, presided over a large and distinguished company.

### OUR OVERSEAS TRADE.

**SIR ALEXANDER GIBB, G.B.E., K.B.E., C.B.,** Chairman of the Council of the London Chamber of Commerce, proposing the toast of "Our Overseas Trade," said that his own view was that there was a great deal too much talk nowadays, and far too little doing. He had travelled in most parts of the world and wherever he went he saw a great many foreign boats and he would like to see fewer, and if our goods cost less he believed we should see a smaller number. Generally speaking, in our Colonies and Dominions, in South America, and the Far East, there was a general inclination to buy British goods whenever the inhabitants could, but they would not pay more than a certain price. The general feeling was that they would pay a little more, say, five per cent., but if the figure was beyond that, then we need not ask them to buy. After all, that was very reasonable business. Men were out to make a living and if they paid too much for what they bought they all knew what would be the end of that.

It was a vital mistake for manufacturing firms in this country to try and do away with their shipping agencies because if shipping agencies were any good, and they were or they would not exist and would not have been prosperous and efficient, they could save money for the manufacturers in the long run, and it was a great mistake for the manufacturers to try to save the shipping agent's already too meagre fees. (Hear, hear.)

Another point was—he might be wrong—but he had a very distinct feeling that our authorities, possibly quite subconsciously, were rather apt to back up the foreigner rather than our own people. There was a tendency to give the foreigner rights and privileges which we ourselves were not given, but perhaps that was the outcome of the kind-heartedness of the Britisher who said that the foreigner was a poor fellow and must be helped. He did not quite hold that view. Charity began at home and we should help our own people first.

Personally, he did not think it was any good to put our trade and our trust in politicians. The modern politician—he personally had no politics (laughter)—to whatever party he belonged, reminded him very strongly of one of his fellow countrymen, a Scotsman, and a religious old gentleman, who went to kirk and was so moved by the sermon that he proceeded to empty his neighbour's pocket into the plate. (Laughter.) That seemed to be the policy of our politicians, but if we had to empty our pockets we would rather empty them ourselves. (Applause.)

**ALDERMAN SIR CHARLES BATHO, BART.,** ex-Lord Mayor of London, responding, said that all realised to the full the difficult times in which we were living and no one more so than those connected with the shipping and forwarding agents business and that of shipping generally. Speaking as Alderman of the Ward of the City of London, which was looked upon at the Guildhall as being the shipping Ward, and rightly so—Aldgate—he knew, to the cost of the shipping and forwarding agents and also to his own cost, the difficult state, not only of trade in general, but of our overseas trade.

In these days when commerce and industry were confronted with so many embarrassing problems it was not an easy task he had to perform that night.

Our country was weighed down by taxation and unparalleled unemployment; was paying its debts and itself receiving practically no payments, and, added to that, our import and export trade had declined by many millions of pounds.

He hoped he would not be looked upon as a dismal Jimmie, but our position to-day was truly sad. But there were two factors which, in his humble opinion, must not be lost sight of in the future. The first was the exploitation of our Imperial possibilities, and the second, to look after our own interests as a nation.

The Corporation of which he had the honour and privilege of being a member, knew no politics, and difficult though it was for him to speak on his subject without getting into range of party politics, the fact remained that our commerce and industry, in important matters, had been made too much a political question in the last few years.

But in this good old country of ours were we without hope—No. Possibly he was one of those misguided individuals who believed in the old saying that it is a long lane that has no turning. There was another very simple word in the English language—"Confidence." We must have confidence regarding our overseas trade, confidence not only in ourselves but in those who came so closely into touch with shipping including the shipping and forwarding agents.

He had no sympathy with those who said that the interests of the employers were not bound up with those of the employees. (Applause.) Those living in the City of London, the greatest city in the world, and he believed it would always be so, had no faith in such opinions as that. (Applause.)

There was the question of those who went out to represent this country overseas and in our Dominions, and in this connection his opinion was that a mistake was made by our manufacturers. They had excellent men, fully qualified to sell the articles placed at their disposal, and the price might be right, but the men were often sent forth and the ship spoilt for a pennyworth of paint by reason of the fact that they had not sufficient financial backing to carry on their good work.

**MR. P. R. TURNER,** President of the London Cartage and Haulage Contractors' Association, proposed the toast of the London Shipping and Forwarding Agents' Conference.

He said that he was very glad to be present for two reasons. The first was that he felt that the invitation from the Conference was a graceful compliment to the haulage contractors of London whom he had the honour to represent, and, secondly, because it gave him an opportunity of saying a few words to them. He would be brief as he could assure them that haulage contractors were nervous by nature. (Laughter.)

As a trade, the haulage contractors suffered from a plethora of political interference. They were subjected to laws, rules and regulations, and he could assure them that the regulations which were now in the boiling were far worse than anything which had gone before. At the present time over 100 regulations were just being hatched and many more were going to follow.

He had been reading the final report of the Royal Commission on Transport in which the Commissioners stated that they saw no reason why heavy lorries should not pay £120 a year in taxation. He could assure the Shipping Agents that if that was all the taxation heavy lorries had to pay to-day, the haulage contractors would be very happy. The average taxation of a heavy lorry in this country was in excess of £200 per annum.

The haulage contractors had realised the value of organisation and its benefits. They had been able to speak with one voice to Government departments, and with regard to the regulations about to be promulgated, some of the haulage contractors had spent about a fortnight in the last two months at the Ministry of Transport and had been able to obtain many alterations to the regulations and some deletions. (Loud applause.) So far as the London Shipping and Forwarding Agents' Conference was concerned he was sure they must have had the same experience of organisation and as a body they could discuss joint difficulties and speak with one voice to, he presumed, the Board of Trade and other public departments, and no doubt they found it to be of the utmost value.

He was glad to be able to testify to the happy relationship that existed between the Shipping and Forwarding Agents and the haulage contractors. The haulage contractors had only one fault to find, and that was they

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sometimes felt that the Shipping and Forwarding Agents did not pay them quite enough for the services they rendered so magnificently. (Loud laughter.)

REPLY BY THE CHAIRMAN.

**MR. M. E. DUFFETT** (President of the Conference and Vice-Chairman of the British Association of Shipping and Forwarding Agents) was received with enthusiasm when he rose to reply to the toast.

He thanked Mr. Turner for the very kind way in which he had proposed the toast of the Conference and said that as President of a kindred Association Mr. Turner knew very well the difficulties and trials under which members of both organisations laboured and consequently was able to sympathise with the shipping agents to the full and he would like to say how much the London Shipping and Forwarding Agents' Conference appreciated Mr. Turner's presence with them that evening, representing as he did an Association with which members of the Conference were so closely in touch. (Applause.) During the past year they had in common with all other trades suffered from the extreme trade depression which had affected the whole world and although he had had the honour of acting as President of the Conference for the last ten years and had at times from that chair to refer to the question of bad trade he had never had to do so at a time when conditions were more difficult. He did think, however, and hoped, that we were now at the bottom, and there did appear to him to be an undercurrent indicating that in the near future there would be some reaction. He had no doubt that once the upward tendency developed we should have a slow but steady return to prosperity. At the same time there could be no doubt that all must recognise that economy must be the order of the day and although unfortunately that example was not set us by those in high places we should nevertheless on our side do our part to that end.

The trade of this country had to compete very severely with other nations, and no one knew better than the Forwarding and Shipping Agents that in many cases costs of transport played as important a part as the actual cost of the goods and in some instances an even more important part, and, well as all present knew it they would forgive him for pointing out how necessary it was that the costs of transport should be watched very carefully and reduced where possible to a minimum.

It was up to the Forwarding and Shipping Agent as the expert in transport, and as one whose business it was to combine the various sections of transport into one whole, to see that he so arranged matters that the various links in the chain, i.e., railway charges, cartage, dock charges, insurance and freight were so economically combined and interwoven that the merchant or shipper had the fullest advantage of the lowest rates, and thus might he learn how unwise he was to attempt to make his own individual arrangements for each separate service, and by so doing place himself at a disadvantage in comparison with his foreign rivals.

In close touch as were the Shipping and Forwarding Agents with such organisations as that of which Mr. Turner was President, the Shipping Agents should by collaboration, and without detriment to the interests of the individual trades, be able to assist development and secure more business for members of kindred associations as well as for themselves.

In previous years he had made a report on the year's working, but as it was now the custom of the Conference to issue an Annual Report upon their deliberations and this year's report would shortly be in print, he did not propose taking up time that evening by referring to what the Conference had done, except to say that during 1930 their activities had been very considerable and far reaching and in some cases international, and their accomplishments had been such that their existence had been more fully justified than ever before.

Might he take that opportunity, on behalf of the Conference, of congratulating their old and esteemed friend, if he might so refer to him, Sir D. J. Owen, on the honour which had been recently conferred upon him by H.M. The King (loud applause); it was particularly gratifying to members of the Conference and to himself personally. He thought he was right when he said that since Sir D. J. Owen came to London he had honoured the Conference with his presence each year at their Annual Dinner. Sir D. J. Owen was a gentleman from whom they got not perhaps all they wanted but always the greatest consideration and in cases where there was any hardship or, as sometimes happened, any injustice, or where they could point out to him any means whereby the trade of the Port of London could be developed they were always sure of receiving from him a kindly hearing and courteous assistance. (Applause.)

He would like to record again the friendly relations which existed between the Conference and H.M. Customs, railway companies, the Port Authority, steamship companies and their allied trade associations, all of whom were represented that evening. (Applause.)

Doubtless they all had in mind the difficulties they would have to face in the near future under the Road Traffic Act, but he had no doubt they would with patience overcome those difficulties and who could say that after all it might in the outcome enable them to make another honest penny whilst helping the needs of the community at large.

He thanked the Council and the several sections of the Conference for their zeal and untiring work in dealing with the various questions which arose from time to time. Without such effort the Conference could not continue to be the power it was. (Loud applause.)

**MR. J. B. TAYLOR** proposed the toast of "Our Guests," and in the course of his remarks said that the Shipping and Forwarding Agents were enabled, through the collaboration, inspiration and help which they received from their guests, to go forward, and, perhaps, to contribute something worth while to the great work they were all engaged in, namely, interchange of commodities.

**MR. FRANCIS E. POWELL**, President of the American Chamber of Commerce, responded in a witty and humorous speech which evoked much applause.

**MR. A. W. HEARD**, Chairman of the British Association of Shipping and Forwarding Agents, who also responded, said that he had observed that in each speech delivered that evening a kind word had been said for the London Shipping and Forwarding Agents' Conference, and he took it that those welcome remarks applied also to the British Association of Shipping and Forwarding Agents which he had the honour to represent that evening, because the London Conference and the national body worked together very closely, and only that afternoon he had had the opportunity of thanking the London Conference very cordially for all they had done during the past year to help the National body to go forward in its efforts on behalf of the Shipping and Forwarding Agents of the country.

Also he had observed that the speeches struck a distinct note with regard to politics, and generally speaking the tone was "We have no use for politics." Taxation and unemployment had been subjects touched upon; as well as the sad position of the public purse. They were told to go ahead with confidence. He never knew a Britisher who did not go ahead with confidence. (Hear, hear.) But at the present moment he really thought they were up against a brick wall, and the question was, what were they going to do about it.

We were in the hands of political jugglers, and the time had come when the organisations of this country already powerful bodies, must make themselves more powerful. The time had come when we must see to it that something happened to the political atmosphere which was dragging business down until shortly they would come to the bottomless pit. As to the economic position —it seemed to be like a huge water cistern full of holes and with the water pouring out. Their Chairman had referred to the question of bringing down the costs of transport—how could they do that when transport employees worked three days a week and earned Five Pounds, and then went home for the remainder of the week and drew the dole for themselves and their families.

It seemed to him that on one fine day they would have to consider what was going to happen with regard to our political institutions. If they were going to remain in the hands of political jugglers then Heaven help them. One day we should want a Mussolini to clean up things.

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**New J.P.**—The name of Mr. Thomas Cameron, Superintendent at the L.N.E.R. Co.'s dock at Tyne Dock, has been added to the Commission of the Peace for South Shields.

**New Tug Boats for the L.N.E.R.** — The London and North Eastern Railway Company has placed an order with Messrs. Richard Dunston, Ltd., of Thorne, near Doncaster, for three new steel screw tug boats, each 60 feet long by 14 feet broad, for service at Grimsby Docks.

**Widening the Clyde.**—At a recent meeting of the Clyde Trustees it was announced that work is to be commenced shortly on the widening of portions of the river in readiness for the launch of the giant Cunard liner, the construction of which has already been started at the shipyard of Messrs. J. Brown & Co., Clydebank. The work is estimated to cost the Trust about £79,000, apart from the dredging of the river which will be necessary to float the liner.

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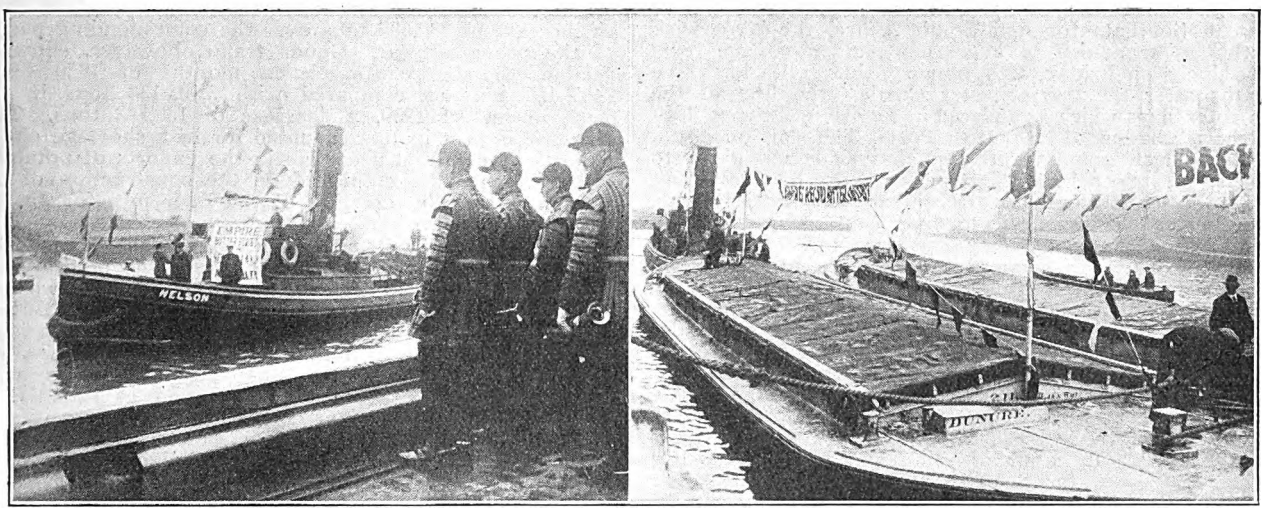
# News from the Ports.

**Shipbuilding in 1930.**—The statistics of Tyne shipbuilding for 1930, at first sight, bear a cheerful aspect. The output exceeded that of 1929 by 71,800 tons, and the total tonnage was larger than since 1920. The present condition of the industry is, however, anything but satisfactory. Messrs. Swan, Hunter, and Wigham Richardson, Ltd., are again easily at the head of the Tyne yards for quantity of output and had a record output for all their yards, there and elsewhere. As compared with last year, the output of new tonnage on the Tees and at Hartlepool in 1930 shows a considerable falling off, and there was also an appreciably reduced output on the Wear.

**Liverpool Shipping and Forwarding Agents' Association.**—Mr. G. C. Horton, of Messrs. E. H. Mundy and Co. (Liverpool), Ltd., Royal Liver Buildings, Liverpool, has been re-elected Chairman of the Liverpool Shipping and Forwarding Agents' Association. Mr. W. R. Lloyd will also continue in office as Vice-Chairman. Liverpool agents are reminded that the annual dinner of the Association will be held on Saturday, 17th January. As the price of tickets has been reduced to 12s. 6d., it is hoped there will be a record attendance. The principal guests will be Mr. Howard G. Gillett, Parliamentary Secretary of the Board of Trade; Mr. P. Holland, American Consul and President of the Liverpool Consular Corps, and the Lord Mayor of Liverpool.

**Great Western Ports.** (Produced and published by H. N. Appleby, by arrangement with the Great Western Railway Company.) The 1931 issue of the "Great Western Ports" will prove as useful and popular as preceding issues. The Company have continued their progressive policy of providing new works and additional equipment at their Docks and ever since the amalgamation in 1922 of the South Wales dock-owning railway companies with the Great Western Company, that Company have spared no expense or effort in order to raise the efficiency of the docks to a high standard. This publication describes fully the activities at G.W.R. Ports. As usual there are some excellent illustrations and maps. The Company are at all times glad to assist manufacturers, exporters, etc., with information relative to charges for services rendered at the respective ports or any other particulars which would be of assistance in connection with the importation or exportation of oversea traffic. The headquarters of the Chief Docks Manager's Department are at Bute Docks, Cardiff.

**New Tyne Commissioner.** — Mr. Alfred Raynes, of Messrs. Steel and Raynes, Ltd., shipbrokers and coal exporters, Exchange Buildings, Quayside, Newcastle, has been elected without opposition a traders' representative on the Tyne Improvement Commission, a vacancy having been caused by Lord Kirkley's appointment as a life member.




Photos] [World's Carriers.

THE ARRIVAL AT HAY'S WHARF, LONDON, OF DECORATED TUG AND BARGES BRINGING REPRESENTATIVE CARGOES OF EMPIRE BUTTER.

**Opening of the Empire Butter Season.**—On Tuesday, December 16th last, the Lord Mayor of London (Sir Phené Neal) accompanied by the Sheriffs, paid a State visit to Hay's Wharf, Tooley Street, to greet the arrival of consignments of Empire butter from various ships, unloading lower down the river. The visit was arranged by a committee of Empire butter producers and importers to mark the opening of the new Empire butter season. The season will be a remarkable one, inasmuch as the output of the chief butter-producing Dominions, New Zealand and Australia, will undoubtedly reach record figures, largely due to the coming into full production of the lands upon which thousands of ex-Service men of the Home and Empire Forces were settled after the War. A fleet of ships conveying the early cargoes is now on its way to this country, and between now and the end of February—the peak months of the season—the arrivals will average 4,500 tons a week. By the end of the season the total imports are expected to reach the remarkable figure of 140,000 tons—a truly magnificent feat on the part of the Dominions.

**New Resident Engineer.**—Mr. F. McMillan, A.M.I.C.E., has been appointed by the River Wear Commissioners to be Resident Engineer at the South Docks, Sunderland, in place of Mr. C. M. Marsh, appointed Deputy Engineer and General Manager of the Weaver Navigation Authority, Cheshire. Mr. McMillan is a Sunderland man and was formerly on the Engineers' Staff of the Wear Commission; he recently returned to England from India.

**Looking Backwards—and Forward.**—Major J. A. Eckes, of Messrs. Langstaff, Erembert and Co., shipping and forwarding agents, who is Chairman of Liverpool Chamber of Commerce, speaking at Liverpool on December 30th, said 1930 had been a calamitous year—a year of monotonous depression in trade unprecedented in the memory of anyone. He viewed 1931 with the profound anxiety which comes of uncertainty. It would be equally foolish to assume the role of optimist as that of pessimist. The true attitude is one of reason between the two extremes. The position should be faced fearlessly and with that determination which discounts emotional alarm and defeatism. It had become clear that the trade position would not right itself but would require the maximum determination and application to work on the part of everyone. The ruthless exercise of economy in the management of the affairs of the nation is the master key to the capability of the country to win back its proper share of world trade and prosperity.

**Imports and Exports at Cork.** — According to the annual report of the Cork Chamber of Commerce, the trade passing through the port of Cork had increased considerably during the year. For the year ended 31st July, 1930, there were substantial increases in both exports and imports at Cork compared with those of the previous year. Exports of merchandise had increased during 1929-30 from 86,000 tons to 121,000 tons, and imports of merchandise had increased from 815,000 tons to 906,000 tons. Imports of loads of timber had increased from 28,000 to 34,000, and imports of goods not classified by weight went up from 5,000 to 7,000.

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**Shipowner Chairman of Dock Board.**—Mr. Richard D. Holt, Chairman of Messrs. Richard Holt and Co., steamship owners, has been elected Chairman of the Mersey Docks and Harbour Board for the ensuing year.

**Southampton Docks.** — Shipping trade at the docks during the past year was affected, in common with other great ports of the United Kingdom, by the severe depression in trade generally. In spite of these extremely adverse conditions, however, the tonnage of shipping using the docks again reached the record figure of 34,000,000 tons attained in the previous year. Whilst the general import trade was well maintained an appreciable diminution of export freight, amounting to 20 per cent. was noticeable. A shrinkage of approximately 6 per cent. in the ocean passenger traffic was due almost entirely to the slump in North Atlantic passenger movements. On the other hand a record number of cross-Channel passengers were dealt with so that in the aggregate the passenger totals were the highest ever reached, setting up a new record for the Port in this respect. The placing of the contract for the construction of the gigantic new 73,000 tons Cunarder has been followed with great interest in local circles for the Southern Railway Company as dock owners at the Port have given an undertaking to provide a new graving dock of vast proportions at Southampton in readiness for the reception of the new liner when she is placed in commission towards the end of 1933. The dimensions of this new dry dock, which will be the largest of its type in the world, are to be: 1,200 feet long, 135 feet wide at entrance and 45 feet in depth. Work on the immense task of excavation, etc., will be commenced very shortly so that the dock may be completed in 1933. The second of the two new 20,000 ton motor-ships recently built for the Union-Castle Mail Company's mail service between Southampton and South Africa, the "Warwick Castle," is scheduled to make her maiden voyage from these docks on Friday, 30th January, thus following three months after the "Winchester Castle," the first of the two sister ships which was placed in service in October, 1930.

**Record Loading at a Scottish Port.**—The Port of Methil has long been noted for the quick turn round given to vessels, and another excellent performance of this nature falls to be recorded. On December 20th last, the s.s. "Porchester" commenced loading coal at 6 a.m., and finished at 1.20 p.m. having taken on board 3,354 tons of cargo and 75 tons of bunkers in 6 hours 20 minutes actual working time, representing an average of 542 tons per hour. For hoist loading this must surely be a record.

**Dundee Yards Record Output.**—The Caledon Shipbuilding and Engineering Co., Ltd., Dundee, have had a record tonnage output during 1930. Seven vessels with a gross tonnage of 41,037 were constructed in their Stannergate Yard. The next highest output by the company was in 1928, when eleven vessels were launched with a gross tonnage of 32,370. Four of the seven vessels launched during 1930 were for Swedish and Dutch owners, their tonnage being 35,501.

**Clyde Navigation Trust.**—Trade on the Clyde has been very quiet during the past two months which only reflects the depressed state of industry all over the country. This has been particularly felt in the export trade to Australia, cargoes having reached very small quantities, but this is mainly due to the restrictions by the Australian Government which have taken the form of tariffs on imports. It is confidently expected, however, that these restrictions will only prevail for a temporary period and eighteen months or two years will see them removed. In regard to imports the harbour has been very busy with grain cargoes and fruit cargoes. Although trade at the harbour is in a depressed state, those responsible for the administration of the port are keeping an eye to the future in pursuance of their trade development policy of the harbour. During the recent visit of Mr. G. W. Forbes, New Zealand, to the harbour, when he was the guest of the Clyde Trust, he paid a visit to the markets and met and conferred with traders interested in various commodities exported from New Zealand. On all hands it was impressed upon Mr. Forbes the enormous possibilities New Zealand has for developing trade in Scotland, and he undertook to follow up the matter on his return to New Zealand with a view to business being opened up with Scottish traders who have a long association with the requirements and possibilities of the various markets. It is anticipated that as a result of this conference more direct shipments between the two countries will take place during the ensuing year. Mr. Forbes was accompanied by Sir Thos. Wilford, High Commissioner for New Zealand. Mr. Scullen, Prime Minister of Australia, also spent a short time in Glasgow and visited various sections of the markets.

**Belfast Port.**—The Belfast port returns for 1930 are not yet complete, but up to 13th December the net register tonnage cleared had reached the figure of 3,562,408 tons, an increase of 280,608 tons over the corresponding period of the previous year. Goods traffic, however, shows a decline, the figure for eleven months of 1930 being 2,972,416 tons as compared with 3,103,138 tons in the same period of 1930, a decrease of 130,722 tons. This decrease is principally accounted for by a shortage of the imports of coal and a decline in the exports of potatoes. Over 500 men are employed on the construction of the new dock and the erection of the flour mill for Joseph Rank, Ltd., Hull.

**Manchester Ship Canal Traffic.**—From the Manchester Ship Canal Company, we have received the monthly approximate traffic return for November. This shows that the receipts were £100,484 compared with £111,761 in November, 1929—a decrease of £11,277. In summarising the total for the eleven months ending November 30th, we find the receipts were £1,176,573 compared with £1,302,441 for the corresponding period of 1929. It is pointed out by the company that the gross receipts to November 30th, 1930, have been affected by reductions in the Company's tolls arising out of the Derating Act; against the reduction in receipts, the Company have savings in local rates and from decreases in other expenditure to 30th November, which amount approximately to £40,000.

# Port of London Authority.

### Large Audiences in Canada Hear About the Port of London.

Reports from Canada show that Mr. A. E. Wildey, who has been touring the Dominion since the end of the summer as Public Relations Officer for the Port of London Authority, had a very warm welcome and successful trip. A leading article in "The Calgary Herald," after commenting upon Mr. Wildey's address on the development and trade of the Port of London, continues:—

> "In this as in many other enterprises, John Bull is proving that he is very wide awake in matters of trade. Proof of this fact may convince many Canadians that they have been labouring under a false impression concerning the Mother Country. This has been created largely through the steady circulation of the very misleading statement that the Englishman somehow manages to "muddle through." Mr. Wildey convinced his Calgary audience at any rate that the largest port in the world is a going concern, and fully abreast of the times in the installation of modern shipping facilities.
>
> "The men who control its destinies are displaying commendable enterprise in conveying this information to the British Dominions."

In Moose Jaw, Saskatchewan, Mr. Wildey had an audience of about 700, some of whom travelled a distance of 50 miles to hear his address and see a film of the Port's activities.

### Message From Canada to British Manufacturers and Merchants.

On his return to this country on December 20th from a three months' tour of the principal cities of Canada, Mr. A. E. Wildey, Public Relations Officer of the Port of London Authority, said that although all Canada's aspirations at the Imperial Conference had not been realised it was very apparent from his contact with some of the leading business men of Canada that there was not the least sign of ill-will. In fact, there remains a most marked desire on the part of Canada to increase trade relations with the Old Country. The Imperial spirit was never keener and he had been urged to take back a message to Britain that Canada would welcome more British goods if our manufacturers would adapt themselves more to the special requirements of the Canadian Markets. Mr. Wildey was also repeatedly requested to tell the Old Country that Canada wanted more branches of British firms and more British capital to develop her resources.

* * * °

### The Port of London Commences the New Year Well With 1,100,000 Tons of Shipping.

During the week ended January 2nd, 1,223 vessels, representing 1,100,679 net register tons, used the Port of London. This total has only once been exceeded, viz., during the week ended 11th August, 1930, when 1,124,404 net register tons of shipping entered and left the Port.

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# Co-ordination and Development of Transport.

## Final Report of Royal Commission.

(*Continued from page* 140.)

Although we have no doubt that there are many firms to whom this criticism is not applicable, we cannot but feel that there are others whose profits, if there be any, represent to a considerable extent the difference, expressed in terms of money, between the wages paid and the conditions obtaining, and the wages which should be paid and the conditions which should obtain, if proper standards were maintained. Improvements in these directions will go far to weed out the less desirable operators and to place the industry on a sounder basis by removing the element of uneconomic operation which undoubtedly exists. Section 93 of the Road Traffic Act provides for the application of the "Fair Wages Clause" to persons employed in connection with the operation of public service vehicles. We recommend that the application of this Section should be extended to include persons employed in connection with the licensed vehicles of road hauliers.

### Fees for Licences.

The Commissioners suggest that the fees for licences issued to road hauliers should be £1 per vehicle.

### Identification Marks.

Each vehicle so licensed should have fixed to it a plate (similar to that carried by hackney carriages) or some other sign or device whereby it can be readily identified as a licensed vehicle.

### Clearing Houses.

The general feeling of the Commissioners is that when once the industry has been placed on a more stable footing, it should itself organise its own Clearing Houses and not, as at present, leave this part of its business to the activities of others.

## TRAMWAYS AND TRACKLESS TROLLEYS.

The Commissioners' considered view is that tramways, if not an obsolete form of transport, are at all events in a state of obsolescence, and cause much unnecessary congestion and considerable unnecessary danger to the public. They recommend (*a*) that no additional tramways should be constructed, and (*b*) that, though no definite time limit can be laid down, they should gradually disappear and give place to other forms of transport. The substitution of trackless trolley vehicles may ultimately prove to be the best solution in certain cases (or at all events it may form an economical transition from the tramcar to the motor omnibus).

## CANALS AND INLAND WATERWAYS.

The Commissioners are of the opinion that certain canals still possess considerable value as a means of transport, and that, properly rationalised and developed, they can be made to render much useful service to the community in the future. They understand that the Grand Union Canal Company contemplate a large programme of reconstruction involving an early expenditure approaching one million pounds. The Commissioners think that work of this nature will, in certain cases, provide suitable work for the unemployed and, at the same time, will be of national benefit.

## HARBOURS, Ddocks AND COASTWISE SHIPPING.

With minor exceptions, the harbours of Great Britain are in the hands of (*a*) local commissions or trusts, not working for profit, established under statutory authority, or (*b*) municipal authorities, or (*c*) railway companies, or (*d*) harbour companies or individuals. The principal commercial harbours are under trusts or railway companies. The efficiency of many of the undertakings controlled by Public Trusts cannot be denied. The same remark applies in no less degree to many of the municipally-owned and railway-owned undertakings. On the other hand, a number of the smaller ports have been allowed to fall into a state of decay. The decline of these ports appears to be due in a large measure to economic factors over which the individual undertakers had no control.

The fact that, as nearly half the population of Great Britain is concentrated near the large ports, a considerable proportion of the traffic has to be hauled for short distances only and can often be more conveniently and economically conveyed by road than by rail, renders the question of adequate road access to the ports of constantly increasing importance. We recommend that special attention should be given to the matter by the Ministry of Transport, and that in future road construction programmes the requirements of harbour areas should receive a prominent place.

The Commissioners have devoted no little attention to the subject of the ownership of harbours—particularly by railway companies. They have very carefully considered the evidence, and are definitely of opinion that, in principle, it is undesirable that one form of transport should own docks and harbours to which access is essential by other means of transport. They are further of opinion that the best kind of authority to own docks and harbours is a Public Trust. Moreover, it would appear to be greatly to the public interest that such Trusts should not be confined to single ports, but should control all the harbours in a particular district. When, however, they consider the character of the great majority of the railway-owned docks and harbours, they are not at all certain that it would be to the advantage of the public that they should be transferred from their present ownership, which in some cases only dates from the passing of the Railways Act. The only two important ports doing a general business which are railway-owned are Southampton and Hull, and with regard to the former the Commissioners believe its wonderful development in recent years has been largely due to the enterprise of the London and South Western (now Southern) Railway.

### Coastwise Shipping.

The Commissioners state that from the point of view of transport it is impossible to dissociate coastwise shipping and ports, since the latter form the link between transport by sea and transport by land. The evidence which they received regarding ports shows that in many cases the ports most used by and most useful to coastwise are in a state of decay. On these facts the Commissioners can reach but one conclusion, namely, that the first step to be taken to assist coastwise is that of improvement of the ports used by coasting vessels. They realise only too well the effect of the present trade depression on transport of all kinds, but are confident that this state is temporary only. To make ready, therefore, for the increased trade which they anticipate, the Commissioners feel that attention should be given to the ports so as to prepare and fit them for the part they will have to play.

## THE CO-ORDINATION OF TRANSPORT.

Coming to the question of co-ordination, the Commissioners say that here they find themselves confronted with very great difficulties. Co-ordination of the traffic of a particular form of transport is comparatively easy.

No doubt if a state of affairs could be reached whereby every passenger travelled, and every ounce of goods was consigned by the most economical route and form of transport, many of our present transport difficulties would disappear. But, as things are to-day, is such a state of affairs or even any approach to it practicable? Who is to decide what rail services are desirable and what amount of coastwise shipping, or what goods should in the national interest be sent by rail, road, canal or ship? To propound the question is sufficient to bring home the immense difficulty which it involves. The Commissioners have set out fully the extreme difficulty of devising measures for the co-ordination of goods services on the roads alone.

The Commissioners state they have given the most serious and anxious thought to the whole question, taking into account not merely the roads but all the other means of transport, and confess that for the present they can see no positive solution.

Under existing circumstances, any attempt at compulsion or coercion would, they believe, be a great mistake and would be strongly objected to, not only by the transport agencies but also by the traders, and any such attempt would probably prove to be quite ineffective in practice.

The Commissioners think, however, that the measures they have already recommended for the improvement of the various forms of transport will go far to make their co-ordinated working more easy to accomplish in the future.

## AN ADVISORY COUNCIL ON TRANSPORT.

The Commissioners consider that the Ministry of Transport should keep under constant observation the general trend of development in transport so that progress may be guided and assisted on lines calculated to produce the greatest benefit to the community as a whole.

Because of the continually changing nature of conditions and in order that the Minister may have at his disposal the best advice available, the Commissioners recommend the appointment of a permanent Advisory Council on Transport.

The principal duty of this Advisory Council should be to study transport problems—and to advise the Minister as to the action which he might usefully take to promote the co-ordination, improvement and development of transport

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generally, and the Council should be in the closest touch with the Area Traffic Commissioners.

The Commissioners feel that it would be wise to limit the members of the Advisory Council to a small number, say, not more than twelve and the individual members need not necessarily be identified with any particular form of transport.

Looking to the future, the Commissioners say that the nationalization of the railways has been advocated by several Witnesses; but the nationalization of the railways alone—leaving other forms of transport in other hands—would certainly not produce any real co-ordination of transport. It appears to the Commissioners that without unification—however it may be accomplished—no attempt to bring about complete co-ordination would be successful.

The Commissioners then proceed to deal with the question of how unification of the various forms of transport (excluding private motor cars and goods vehicles owned and operated by business firms for their own purposes) could be accomplished and what form it should take. They refer to four different methods which suggest themselves, viz., (i) nationalization, (ii) rationalization, (iii) a combination of both of these, and (iv) the formation of a Public Trust.

After discussing these methods the Commissioners state it is impossible for them to express any definite preference, since they have no experience on a large enough scale to guide them, though they cannot help observing that where anything of the kind has been attempted in this country within recent years, the Public Trust system appears usually to have been adopted. The sole exception is the Railways Act of 1921, which left the railways in private ownership.

The Commissioners do not feel that it is possible for them as a Commission to make any definite recommendations on the subject for two reasons. In the first place, the changes necessary would be of such magnitude, involving financial operations on a very great scale, that they do not consider that they could in any case be carried out immediately. In the second place, although they were able to reach unanimous decisions on all the points dealt with in their First and Second Reports, and with regard to all but two of the recommendations they have made so far in this their Final Report, they find it impossible to come to any unanimous decision on the far larger questions referred to above.

### RESERVATIONS.

There is a reservation to the report by Sir William G. Lobjoit, O.B.E., who finds himself unable to concur in the recommendation for the licensing of road hauliers. He believes that lack of organisation in the industry is much exaggerated, and that if it exists, the proposal for licensing is not calculated to remedy it. There is no reason specially to licence vehicles owned by road hauliers in order to secure that their degree of mechanical fitness will conform to a certain standard as goods vehicles will be sufficiently regulated under the provisions of the Road Traffic Act, and the Regulations to be made thereunder so far as mechanical fitness is concerned. He feels certain that no responsible operators in the road motor transport industry would wish to put any obstacle in the way of wages and conditions of labour being put upon a humane and satisfactory basis, but it has been found practically impossible to impose conditions upon small firms and owner drivers, and unless these can be brought within the proposed regulation well-organised firms who carry out the conditions are placed at a disadvantage.

There is a further reservation by Sir William Lobjoit and Major H. E. Crawfurd, A.F.C., who are unable to agree with the conclusions of the other members of the Commission regarding the undesirability of capitalising the Road Fund. They believe the proposal should not be dismissed from all consideration.

There is also an interesting memorandum by Major Crawfurd on "The Progressive Reconstruction of Built-up Areas."

There are "additional recommendations" by Sir Robert Donald, G.B.E., Mr. F. W. Galton and Mr. William Leach, M.P., regarding the co-ordination and unification of transport. They are in agreement with the recommendations which the Report contains but desire to explore further the main problem. They recommend "a real policy of rationalisation through the purchase of the properties of the railway companies, of the motor transport services and of such canals as may be deemed to be essential parts of a national scheme, and the creation of a National Transport Trust to which should be delegated by the State the duty of managing on commercial lines the unified undertakings, and that from now onwards the policy of the State should be directed towards that objective." Under the plan which they recommend Great Britain would be the first to rationalise completely all its transport facilities and by the economical utilisation of these facilities would be able to convey passengers and goods for short and long distances at lower rates than any country in the world, without loss to the State and with incalculable benefit to industry and commerce.

# Hull Traffic Association.

## The Technique of Shipping and Forwarding.

IN his address to the Hull Traffic Association, Mr. S. Leslie Jude, secretary of the Liverpool Shipping and Forwarding Agents' Association whose subject was "Shipping and Forwarding at Liverpool" suggested the consideration of two points with regard to shipping agency work:—

(1) Should steamship companies and railway companies carry out shipping and forwarding agents' work, and if so, under what terms?

(2) Should steamship companies have forwarding Departments?

"It may be argued that both steamship companies and railway companies should confine themselves to the actual carriage of the goods, leaving the other incidentals such as passing of customs entry, paying dues, consular work, etc., to shipping and forwarding agents.

"But even assuming both shipping companies and railway companies are perfectly justified in doing this work, then the departments concerned should be run on an economic basis, and their charges fixed on an economic scale. It is manifestly unfair for shipping and railway companies to run their forwarding departments purely as an adjunct to the freight department without any concern to make it pay its way."

After explaining the function and activities of the shipping and forwarding agent, Mr. Jude said that as the representative of the exporter and of the importer, the agent was usually on far more intimate terms with merchants and manufacturers than steamship companies and carriers. There might be people who still question his necessity, but the close and unprejudiced interest taken by the agent in his client's welfare, his knowledge of the constant and inevitable changes in the conditions of the port and port services and consular regulations, the necessity of freedom of choice of routes and lines, and the economy effected by means of grouping consignments, all demonstrate the need of the shipping and forwarding agent.

The Council of the Liverpool Shipping and Forwarding Agents' Association met monthly at least, and a summarised report of its labours is sent each month to every member of the Association. This has been very warmly welcomed by the members as is evidenced by the keen interest shown in these monthly circulars and the numerous inquiries made regarding the matter contained therein. The Association not only acts on behalf of its members with outside companies or bodies, but as mediator between members on points of dispute.

A description was given of the procedure followed at the port of Liverpool in connection with the handling of cargo discharged from or loaded into vessels under the following heads:—1. Goods discharged from a vessel from a foreign or colonial port. 2. Goods discharged from coasting steamers. 3. Rail haulage or cartage and motor haulage. 4. Goods shipped outwards. 5. Charges payable. At Liverpool the shipper is responsible for the freightage of the bills of lading and the forwarding agent is particularly useful in seeing that the freight charged is the lowest rightly obtainable.

Interesting information was also given on the handling and transit of railway traffic at the Liverpool docks. "As a rule C.I.F. Liverpool," said Mr. Jude, "infers that the consignee is responsible for all charges at Liverpool, master porterage, port dues, etc. Ex quay means that the shipper or his agent is responsible for all charges incurred prior to 72 hours after landing, unless otherwise specially arranged. F.A.S. (Free alongside ship) includes all charges to steamers' quay and landing on the quay. F.O.B. is defined similar to F.A.S. with the addition of payment of dock and town dues and responsibility for the passing of customs entry. Concerning the question of responsibility whilst goods are on quay or in lighter awaiting shipment, the S.S. Cos. by the terms of their respective shipping note, disclaim all responsibility and it is difficult to always allocate responsibility between suppliers delivering F.O.B. and actual shippers.

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# Air Transport Notes.

**Handley Page Bulletin.**—Very interesting details concerning the Handley Page type 42 machine have been published in the last two issues of *Handley Page Bulletin*, published by Handley Page, Ltd., Cricklewood, London, N.W.2. A fleet of eight of these four engined machines have been ordered by Imperial Airways and the first of these, the "Hannibal," has, in flying trials, fulfilled the highest hopes that were placed in the design. Two forms of the 42 have been ordered, the Eastern and the Western. The aeroplanes themselves are the same in both instances but the interior arrangements are different. The Eastern model is intended for use on the long mail routes in semi-tropical conditions and in it the passenger accommodation has been cut down to make room for a greater load of mails and freight. The Western model, which is intended for use on the London-Continental routes, carries forty passengers in a cabin designed with the greatest care to ensure that there shall be plenty of room and that as little as possible of the noise of the engines shall reach the occupants.

**Opening of North Africa Section of London-Cape Town Airway.**—The 2,670 miles North-Africa section of the Imperial Airways London-Cape Town air route will be opened for traffic on Thursday, March 5th, when an inaugural flight will be made from Cairo to Mwanza, Tanganyika Territory, the machine arriving at Mwanza on Monday, March 9th. The route from Cairo to Mwanza will be via Assiut, Luxor, Assouan, Wadi Haifa, Khartoum, Kosti, Malakal, Shambe, Juba, Butiaba, Port Bell, and Kisumu. The service will be operated weekly in each direction. The flight through from London to Mwanza will be accomplished in 9 days, as compared with 24 days by surface transport. A return flight from Mwanza will start on Tuesday, March 10th, arriving at Cairo on Saturday, March 14th, and reaching London on Wednesday, March 18th. The departure from London to establish the first connection at Cairo with this North-Africa section, will be on Saturday, February 28th. The total distance from London to Mwanza is 5,114 miles. Mails and freight will be carried through from London to Mwanza, but at first passengers will not be carried south of Khartoum. Prior to the putting on service of the new 38-passenger Handley Page air-liners, the European section of the route will be operated by machines of the Armstrong Siddeley "Argosy" type, while Short "Calcutta" flying boats will be used on the Mediterranean section. The North-Africa section between Cairo and Khartoum will be flown by "Argosies," and then "Calcutta" flying boats will carry on the route to Kisumu and Mwanza, along the Nile and African lakes. The aeroplanes required on the North-Africa section are to leave London on January 17th and 24th to take up their positions on the route. It is hoped that by May or June, 1931, the full 8,000 miles route from London to Cape Town will be in operation, bringing London within 11 days of Cape Town as compared with 17 days by surface transport. The main halting points on the route southward from Kisumu will be at Nairobi, Broken Hill, Salisbury, Bulawayo, Johannesburg, Kimberley, and Victoria West. Intermediate halts will also be made at other points. Colonel Sir Pierre van Ryneveld, Director of Air Services in South Africa, who, by courtesy of the Union Government, has been in England recently placing his knowledge of flying in Africa at the disposal of Imperial Airways in connection with the air-line from England to South Africa, summarising his impressions as to the scope for this trans-African air line, said that the first question was: "Could the 5,700 miles route be operated with a sufficient commercial reliability with such pilots, machines and organisation as Imperial Airways could draw upon?" He was convinced, from his knowledge of flying in Africa, that it could. The dependability and reserve of power of large multi-engined aircraft, such as Imperial Airways would employ, was one very important factor. Others were wireless direction and position finding, meteorological reports, and the aids to navigation which science could now give the airman. Special weather problems existed on various sections across Africa, but with the experience Imperial Airways could call upon to-day, as a result of 11 years' flying on the European and Indian routes, there should be no difficulty in overcoming them. He believed, too, that an African airway organised with the attention to every detail which Imperial Airways were bestowing on the task, should not only be far more comfortable for the traveller, but also definitely safer, than surface journeys across such virgin territories as lie along the route.

**Canadian Railways and Aviation.**—A Press Bulletin issued from the Office of the High Commissioner of Canada, The Canadian Building, Trafalgar Square, London, S.W.1, states that both of the Canadian transcontinental railways have now been authorised to participate with Western Canada Airways, Ltd., and the Aviation Corporation of Canada in the formation of a new organisation to be known as Canadian Airways, Ltd. The total authorised capital of Canadian Airways, Ltd., is to be 200,000 shares. The Canadian National Railway will purchase 10,000 shares in the new company, representing a total investment of about £50,000, and a similar interest is to be acquired by the Canadian Pacific Railway Company. The contribution of the railways thus amounts to £100,000, a relatively small initial investment indicating the interest of the large transportation concerns in the future of air navigation, and an intention to co-ordinate this development with the existing railway services. The President of Canadian Airways, Ltd., Mr. James A. Richardson, has been prominently identified with aviation development during the past three or four years, being the proprietor of Western Canada Airways, Ltd., an important organisation engaged in air transport throughout Western and Northern Canada. The Aviation Corporation of Canada, with which Mr. Richardson is believed to be also interested, operates in Eastern Canada. Sir Henry W. Thornton, President of the Canadian National Railways, and Mr. E. W. Beatty, K.C., President of the Canadian Pacific Railway Company, will become Vice-Presidents in the new commercial air enterprise, and there will be 13 Directors representative of the leading commercial and financial interests in Canada. The air services of the new organisation are to be operated in two sections, known as Eastern Canada Lines and Western Canada Lines. The airway companies included in the new merger carried 79 per cent. of the mail matter and 49 per cent. of the total freight transported by aeroplane in Canada last year. They have a paid-up capital of over £600,000.

**The Royal Aëronautical Society. Lecture Programme, 2nd Half of Session, 1931.**—January 8th, "Some Aspects of the Design and Construction of Sea-going Aircraft," Mr. A. Gouge, B.Sc., A.F.R.Ae.S. January 22nd, "Deck Flying," Sqdn. Ldr. W. R. D. Acland, D.F.C., A.F.C. January 29th, "Development and Construction of Sailplanes and Gliders," Herr A. Lippisch. February 12th, "Air Navigation," Captain N. Macmillan, M.C., A.F.C., A.F.R.Ae.S. (Joint Meeting with the Guild of Air Pilots and Air Navigators). February 26th, "Meteorological Aspects of Gliding and Soaring," Capt. F. Entwistle, B.Sc. (Joint Meeting with the British Gliding Association). March 19th, "Research in the Berlin Technische Hochschule," Dr. W. Hoff. April 16th, "Aircraft Noise," Dr. A. H. Davis. April 30th, "Aerodynamics of Sails," Dr. Manfred Curry. May 14th, "The Metal-Clad Airship," Mr. Carl Fritsche. All meetings will take place at the Royal Society of Arts, 18, John Street, Adelphi, W.C.2, at 6.30 p.m. The offices of the Society are at 7, Albemarle Street, Piccadilly, London, W.1.

**Booking Air Specials by Wireless from Mid-Atlantic.**—In order that Atlantic passengers approaching Europe from the United States should be able to book seats in air expresses outward bound from London, or charter special aeroplanes for urgent journeys, arrangements have just been completed between Imperial Airways and the White Star Line whereby the pursers on the ocean liners of this Company will be authorised to act as regular booking agents for Imperial Airways. This will mean that, at the request of any passenger on a liner bound for Europe, the purser will send a wireless message to the London Office of Imperial Airways, reserving accommodation for the passenger in an air express leaving on any specified date for some Continental city or along the airway to India; while the same facilities will apply to the airway between England and South Africa. A wireless reply confirming a reservation will be sent at once by Imperial Airways to the purser concerned, whereupon the latter will hand the passenger a voucher enabling him to obtain his air ticket when he arrives, say, at the London air station ready to embark for his aerial journey.

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# Law Cases.

## COURT OF APPEAL.

### Motor Car Insurance Policy: Third Party Claims.

### ROGERSON v. SCOTTISH AUTOMOBILE AND GENERAL INSURANCE COMPANY, LIMITED.

(Before LORD JUSTICE SCRUTTON, LORD JUSTICE GREER, and LORD JUSTICE SLESSER.)

THE Court allowed this appeal by the defendants, the Scottish Automobile and General Insurance Company, Limited, from the judgment of Mr. Justice Roche, in an action brought against them by the plaintiff claiming a declaration that they were liable to indemnify him against any sums which he might have to pay in an action brought against him by a third party for damages in respect of a motor car accident. The judgment of Mr. Justice Roche was reported in *The Times* on July 17th, and 46 *The Times* L.R., 573.

The plaintiff, Mr. Rogerson, had been sued for damages in consequence of a motor car accident. He had insured with the defendants, Scottish Automobile and General Insurance Company, Limited, and he referred the claim to them. The defendants repudiated liability, and the plaintiff brought an action against them for damages for alleged breach of contract and for a declaration that they were liable to indemnify him for any sums which he might have to pay in the action which had been brought against him. By a policy dated May 23rd, 1928, renewed from time to time, the defendants contracted to indemnify the plaintiff against, *inter alia,*

> all sums which the assured (the plaintiff) shall become legally liable to pay as compensation for . . . . bodily injury . . . . caused to any person or persons by a motor car described in the schedule hereto . . . .

The car was thereinafter referred to as "the insured car." The policy further provided that

> this insurance shall cover the legal liability as aforesaid of the assured in respect of the use by the assured of any motor car (other than a hired car) provided that such car is at the time of the accident being used instead of the insured car.

On July 28th, 1929, while the plaintiff was using a Lancia car, an accident occurred which caused personal injuries to a third person. At the time of the accident the plaintiff was using a car which was not "the insured car" originally covered by the policy, but he contended that the car which he was using was one covered by the words in the policy "any car . . . . being used instead of the insured car."

Mr. Justice Roche held that, the two motor cars being of similar type, the plaintiff in fact used the new car "instead of" the old car, and that in those circumstances no term was to be implied in the policy that continued ownership of the car originally insured was necessary for the continuance of the defendants' liability and, therefore, the plaintiff was entitled to the declaration claimed.

The defendants appealed.

Mr. Rayner Goddard, K.C., and Mr. G. O. Slade appeared for the appellants; and Mr. Schiller, K.C., and Mr. N. R. Fox-Andrews for the respondent.

JUDGMENT.

Lord Justice Scrutton, in giving judgment, said that the point to be decided was a short one, but not an easy one. The respondent had sold the insured car and had bought a new one, and a collision happened while he was driving the new car at a time when he had ceased to have an interest in the insured car.

If an insured person had sold the insured car he could not expect that he could recover for loss or damage to it if at the time of the loss or damage he had ceased to have any insurable interest in it. Was there anything in the clause already referred to which departed from that general principle? He (the Lord Justice) had come to the conclusion, after carefully considering the matter, that the clause should be read as if, after the words "instead of the insured car," there should be a proviso that the insured person should at the time of the loss have an insurable interest in the insured car. He could not see how it could be said that a substituted car could be used in place of a car in which the insured person no longer had any insurable interest.

The parties in this case could not be said to have intended to depart from the cardinal principle of insurance law that a person cannot recover for a loss in respect of a subject matter in which he no longer had any insurable interest.

It was a difficult point, but Mr. Justice Roche had come to a wrong conclusion and the appeal would be allowed and judgment entered for the defendants, with costs.

Solicitors.—Messrs. Stanley Evans and Co.; Mr. William Charles Crocker. *The Times* Law Reports.

## ALLEGED DAMAGE TO FURNITURE.

AN interesting decision was given by Mr. Registrar Wickham, in the Shoreditch County Court, in a case in which Mr. Marks Griver, of Emma Street, Hackney Road, E., cabinet manufacturer, was the plaintiff, and the defendant Mr. A. J. Sully, of Dinmont Street, Hackney Road, E., a cartage contractor, the claim being for £2 damage alleged to have been done to goods collected from the plaintiff's factory by the defendant on June 17th. There was a counterclaim for 35s. for lorry hire.

Mr. Samuels, who appeared on behalf of the plaintiff, said that he was relying upon negligence, inasmuch as the goods were handed to the defendant in a perfect condition, and were returned damaged, which was *primas facie* evidence, he contended, that the defendant had been negligent in the handling of them.

Mr. Boyer, manager to the plaintiff, said they 'phoned for a lorry which arrived, and the carman was given oak bedroom furniture to be delivered all round London, including Walham Green, Wealdstone and Watford. One consignment was refused for some reason, and on it being handed back to the plaintiff, it was found to be damaged to the extent of the claim. One of their lads was sent to accompany the carman with the goods. Most of the furniture was put in canvas wrappings before it was sent away.

In cross examination, he said the work given out was quite simple for an ordinary cartage contractor to do in a day, and therefore he considered the charge excessive.

Albert Charles Barnard said he went with the van as the boy. When they arrived at Watford they ran out of petrol and were unable to get more, so they had to 'phone to the defendants who sent out another lorry with petrol. They eventually got back at 11.20 at night.

This was the case for the plaintiff, and Mr. Saville, for the defendant, submitted there was no case to answer.

Mr. Samuels however, said clearly there was a case to answer. Certain goods were given to the defendant to carry for the plaintiff, and as a carman and contractor he had got to take reasonable care of them. If any of the goods were returned damaged it was *prima facie* evidence of negligence, and it was for the defendant to prove that he took reasonable care. The plaintiff had proved that the goods had been returned in a damaged state, and that therefore reasonable care had not been taken. He submitted it was not for him to prove how the furniture got damaged; in fact he said, he did not see how he was going to prove it. He argued that the same liability was upon all cartage contractors who were not common carriers. If goods were handed to a servant of the defendant he had to take reasonable care, and he had not.

The Registrar in giving his decision said no case had been proved. No evidence, or he would rather say the absence of evidence compelled him to enter a non-suit and he would enter judgment for the defendant on the counterclaim for 34s.

## USING COMMERCIAL LORRIES FOR THE CONVEYANCE OF PASSENGERS.

IN a case heard in the District Court at Lisdoonvarna, County Clare, brought by a Civic Guard against John McInerney, of Aughnish, for having used for hackney purposes a motor lorry which had been licensed for commercial purposes only, the District Justice delivered an interesting and important decision.

In giving judgment, dismissing the case on the merits, the District Justice said that on the evidence he found that the defendant had put a number of seats into his lorry, and had carried passengers on an excursion in it. Defendant had sworn that none of the parties so carried as passengers had paid him. There were some points about the licensing of motor vehicles, which did not seem to be generally appreciated. When a person went to the offices of a County Council for a licence, he had to fill up a declaration giving full particulars of the vehicle for which the licence was required, and the purposes for which the vehicle was to be used. There were regulations affecting the position thus created. One provided that if a person having had a vehicle licensed for one purpose, and used it for another purpose, the vehicle there and then shall be deemed to be unlicensed. In such a case the proper charge against a defendant would be one of using a vehicle for which no licence is in force. In the present instance, however, the charge against defendant was for using for hackney purposes a vehicle with a commercial licence. According to the definition in the Act, a hackney vehicle was one used for hire or for payment. He found that no payment was made to the defendant, McInerney, by his passengers, and that, therefore, he could not hold that the lorry in question had been used as a hackney

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vehicle within that definition. There was no offence disclosed on the summons against the defendant, and he dismissed the case on the merits.

The District Justice added that he realised the difficulty of proving payment in connection with charges of this kind, but there was a regulation which appeared to be very apposite. It provided that if a person altered a vehicle in such a way as to render inaccurate the particulars given by him in the declaration completed for the County Council at the time of the issue of the licence for the vehicle, and if he failed to notify the County Council of the alterations so made in the vehicle, he was guilty of an offence. That was what actually happened in the present case.

The District Justice concluded his observations by suggesting the advisability of having the regulations made in 1921, dealing with the registration of motor vehicles, distributed to the Civic Guards.

## ALLEGED SHORT DELIVERY OF ORANGES.

AN interesting action was decided by Judge Cluer, in the Shoreditch County Court, recently, the plaintiff being Edward Percival Crane, of 2, Churchill Road, Homerton, E., a motor driver, and he sued Messrs. De Groot Bros., Ltd., of 13, James Street, Covent Garden, W.C., fruit cartage contractors, to recover £7 10s., being one week's wages to October 4th, at £3 15s. a week, and a week in lieu of notice. There was a counterclaim for £6, being the value of six cases of oranges which it was alleged the plaintiff collected as the agent of the defendants, on September 27th, and did not deliver to the consignee.

Mr. Whitton appeared on behalf of the plaintiff, and Mr. Harwood, barrister, for the defendants.

Judge Cluer said he would like very much to know whether the defendants in their counterclaim were alleging that the oranges were stolen or lost, because if they were alleging it was stealing, they could not sue for them.

Mr. Harwood said that they were not alleging other than that they were lost.

The plaintiff then gave evidence, and said he had been eight to ten weeks in the defendants' employ, until September 30th, when defendants put him off for the Wednesday, Thursday and Friday. On the Friday he went to see the managing director, who said, he did not want him.

The plaintiff was cross-examined, and a notice was produced to him, but he said he had never seen it on the desk where he went to get his orders. He was simply told the wages a week, and nothing about the terms, and Judge Cluer pointed out to Mr. Harwood that they would have to tell the people they engaged, as they might not be able to see it or read it. The plaintiff added that Mr. De Groot never told him that he was engaged by the day, and liable to a day's notice at any time. His pay was really at the rate of 12s. 6d. per day, and sometimes he was stood off. On Saturday, September 27th, he was told to go to Victoria Docks, and pick up a load of 113 cases of oranges which he signed for. He took them to Spitalfields Market, where they were checked and tallied, and he was then told there were only 107, but he refused to take a receipt for that number.

In re-examination, he said he did not have a van boy with him, and he did not take the cases off the van, but six casual workers tucked then into the sale rooms.

Judge Cluer: Then it was very wrong, as they ought to have been checked in your presence.

For the defence, Mr. De Groot, managing director, gave evidence and said that at the end of the first week, plaintiff asked for a regular job, and he said to him, "You know the terms of the business. If the work is there you shall have it."

Mr. Harwood: It is a common custom, day to day?

Judge Cluer: Nothing of the kind. It is so long as there is work. The only trouble that I can see in this case is that these cases were not checked in at Spitalfields Market in front of the plaintiff.

Mr. Banfill, employed by the London Fruit Brokers Association, said it was up to him to check the number of these cases. He produced his tally-book, and said that 107 was all he saw taken off the van.

In cross-examination, he said that while the checking was going on, the carman was on the van, but he was not helping in the count. He agreed that he was liable to make mistakes like anyone else. The motor driver protested against the count, and they went in and counted them in bulk, and he, witness, decided there were only 107.

Judge Cluer, said that clearly the plaintiff was entitled to have the cases re-checked in his presence when there was a doubt. Also, he was entitled to be at work while there was work, and there was no evidence that there was no work on the Wednesday, Thursday and Friday. As there were days when he did not work, he thought he would reduce his claim to £3 3s. a week, so that with his week in lieu of notice, he would enter judgment for him for £6 6s. and costs. As to the counterclaim, that must fail, as if somebody counted them in, and said 107, whereas the motor driver said there should be 113, it should have been strictly proved there were only 107, and it certainly did not justify dismissal.

## CLAIM FOR HAULAGE.

IN the Shoreditch County Court before Judge Cluer, Jacob Questle, of 57, Gossett Street, Bethnal Green, E., a haulage contractor, sued A. C. Clark, of 21 and 36, Gibralter Walk, Bethnal Green, E., to recover £2 4s. for cartage work done. The defence was that Mr. Clark did not order the work to be carried out, and the person who did used his name.

The plaintiff gave evidence as to the order for the work to be carried out.

The defendant however said that the man who signed for having the work done was a Mr. Greenberg. The plaintiff sent him the receipts signed by Greenberg with the account and holding him liable, but he was not responsible, Greenberg had nothing to do with him, and was not his servant. He did polishing work for Greenberg, and on the Saturday that Greenberg had this lorry Greenberg should have come and paid him for polishing work, but he disappeared, and it took him three weeks to trace him. He agreed that he had ordered lorries from the plaintiff when he sent his boy with a written order, but he had nothing to do with the present order.

Judge Cluer said that under the circumstances he must find for the defendant, with costs, and added to the plaintiff "You will have to go to Greenberg for your money."

## A HINT TO FERRY AUTHORITIES.

A MOTOR lorry driver was summoned at Birkenhead on December 30th, for travelling on the Liverpool-Birkenhead ferry without a ticket.

It was alleged by the deputy town clerk of Birkenhead that on December 8th, defendant crossed over the goods ferry with a motor wagon. When challenged for his ticket he handed in a ticket which had three bars stamped on it, indicating that it was really issued on December 2nd, on which date also defendant had crossed the ferry, but had not handed in his ticket. The tickets that were issued on December 8th, bore only one bar.

Defendant said the ticket he bought at the ferry on December 8th, for 1s. 6d. for his empty vehicle was the ticket he gave to the collector. He had no other ticket in his pocket. He got to the top of the bridge before he was called back.

The chairman of the bench announced that the magistrates thought there was some element of doubt in this case and they should give defendant the benefit. This case, however, would not have taken so much time and trouble and would have been much clearer if these tickets had been properly dated by the ferries authorities.

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# Motor Notes.

**Vacuum Servo Braking.**—We have received from the Westinghouse Brake & Saxby Signal Co., Ltd., 82 York Road, King's Cross, London, N.1, a most interesting brochure fully describing and illustrating the latest developments in vacuum braking. These brakes are so much in evidence on motor vehicles of practically all types, that it would certainly be advantageous for all users to write for a copy of the publication.

**Advertising Australia.**—Our photograph shows a 3-ton Guy lorry owned by Moyle & Adams, Ltd., of Smethwick. In this case it is being used by the firm for advertising

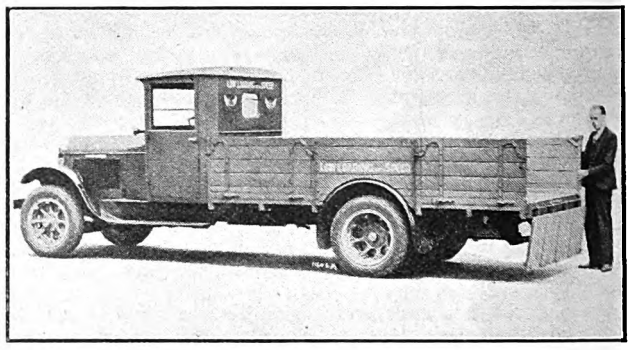
THE GUY 3-TONNER EQUIPPED TO DISPLAY AUSTRALIAN PRODUCTS.

Australian products as sold by them. Thus equipped, it has taken part in four hospital carnival processions taking first prize in each case.

**Vulcans for Furniture and Piano Transport.**—The two accompanying illustrations show 30 cwt. forward control chassis, one fitted with a van body intended for the transport of pianos, recently delivered to Boyd, Ltd., Holborn, by Fitch, McGillivray & Co., Ltd., London distributors for the Vulcan Motor & Engineering Co., Ltd., South-

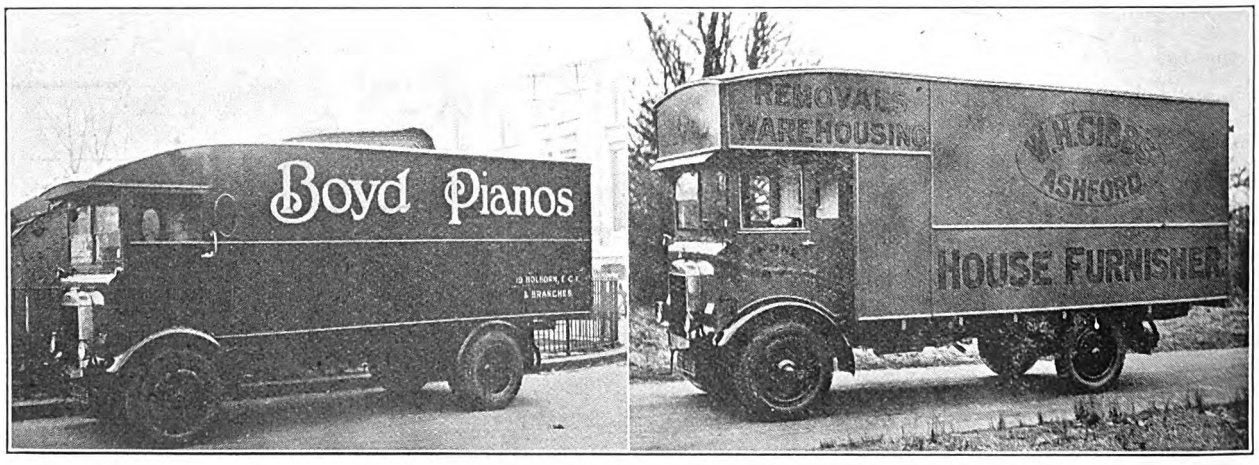
Messrs. Botten and Stewart have both been connected with De Dion Bouton in this country, respectively as Works Manager and Assistant Manager, for over 20 years and they are, therefore, closely acquainted with these well-known vehicles and have special knowledge of repairs and spare parts.

**The Reo Model FF Chassis.**—We are informed by Reo Motors (Britain), Ltd., Beavor Lane, King Street, Hammersmith, London, W.6, that this model has been made considerably heavier in construction and is now rated at 50 cwt. capacity. The wheels are shod with 32 in. by 6 in. 10 ply tyres with twin rears in place of the old 8 ply tyres. The price of the chassis is now £475. It is fitted with a Gold Crown Reo six-cylinder seven-bearing crank-



THE REO 2½-TON UTILITY LOW-LOADER.

shaft engine, with forced feed lubrication. The cylinder block is of chrome nickel and provided with the new type LO-EX (low expansion) piston. The chassis is upswept for low loading, the loading height being only 28 in. It has a four-speed gear box and three-quarter floating rear axle with heavy double Timken bearings. It has Meyers magazine oilers which oil the spring shackles as well as the spring leaves, also it has hydraulic four-wheel brakes.




TWO INTERESTING VULCAN VANS.

port. The other chassis is fitted with a furniture removing body and is the property of Mr. W. H. Gibbs, furniture remover, Ashford, Kent.

**De Dion Bouton's British Concessions.**—We are officially informed that Botten & Stewart, Ltd., High Road, East Finchley, London, have been appointed sole British Agents for Great Britain and the British Colonies for De Dion Bouton automobiles and commercial motor vehicles. An exclusive licence has also been granted to the same firm to manufacture De Dion chassis in England.

**An Interesting Commer Order.**—The Watford Corporation has recently ordered from Commer Cars, Ltd., Luton, through the firm's Dealer Organisation, a G2 40/50 cwt. chassis with hand operated end tipping body.

**A.E.C.'s for Montreal.**—In order to meet the requirements for motor vehicles the A.E.C. chief engineer visited the Dominion of Canada where he investigated the operating conditions in that country and ascertained the essential requirements of Canadian operators. Upon his return the Company set to work to produce a chassis incor-

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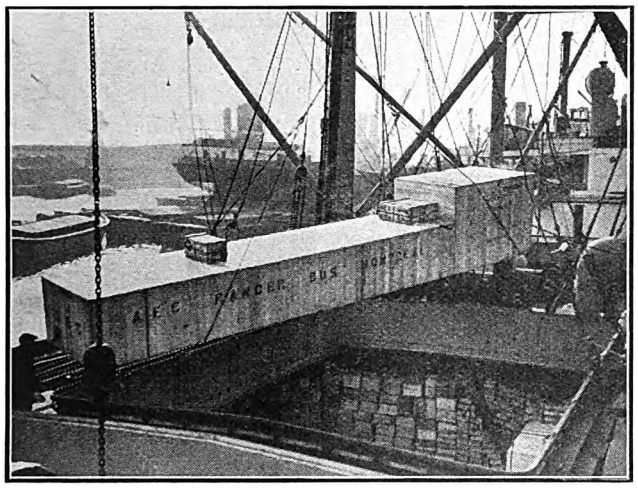
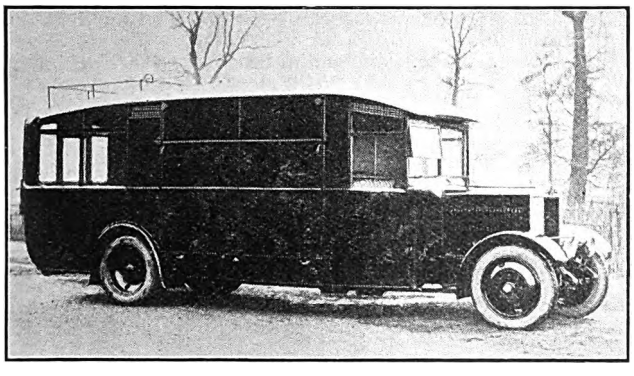
porating all the features investigations had shown as being necessary, and these were recently shipped to the Montreal Tramways Company by whom they are shortly to be placed in service. The model chosen is the A.E.C. driver-behind-engine "Ranger" fitted with 110 h.p. engine. In the case of the Canadian chassis, the normal wheelbase of 17 ft. has been increased to 19 ft. and the frame extended to give an overall length of 30 ft. The frame side members have been made of thicker material and reinforced over the wheel arches to allow for the heavier body construction of the country, and special road springs and 30 in. by 9 in. low pressure tyres fitted to take the bigger loads carried. To conform to the difficult rule of the road the steering, pedals and hand-brake have been mounted on the left side of the chassis. A new type front braking system embodying a separate compensated




AN A.E.C. "RANGER" CHASSIS FOR THE MONTREAL TRAMWAYS CO., EN ROUTE TO CANADA.

vacuum cylinder for each front wheel, has been incorporated together with the automatic coil ignition. Other important features are the fitting of extra large petrol tanks, front bumper bars, special wheels and studs in accordance with modern American standards, chromium plated radiator guards of the latest A.E.C. design and a new type facia board.

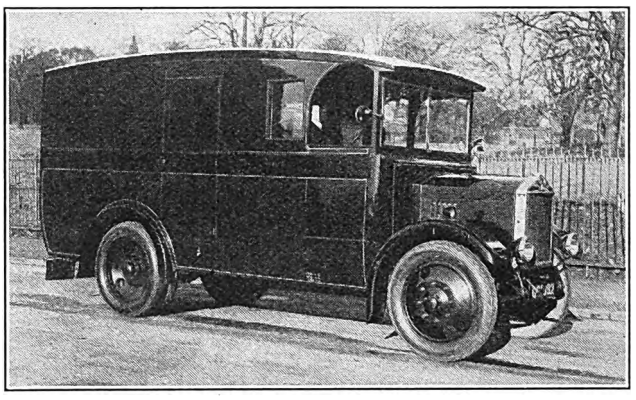
**W. & G. Horse Transport.**—The accompanying photograph shows a specially designed vehicle by W. & G. du Cros, Ltd., Acton, London, W.3, for the transport of horses. It is mounted on the firm's "M" type low-loader passenger chassis. This chassis has a loading line of 2 ft. 1 in., a wheelbase of 17 ft. or alternative 15 ft. 8½ in. The front wheel track is 5 ft. 8½ in. and the rear track 5 ft. 8 in. The overall length of the long wheel-



W. & G. VEHICLE FOR HORSE TRANSPORT.

base is 24 ft. 8¾ in. and of the short wheelbase model 23 ft. 5¼ in. The lengths from dash to end of frame for each model respectively are 19 ft. 8½ in. and 18 ft. 5 in. and from driver's seat to end of frame 16 ft. and 14 ft. 9 in. The chassis is fitted with a six-cylinder en bloc engine giving 40 b.h.p. at 1,000 r.p.m. and 76 b.h.p. at 2,600 r.p.m. Power is transmitted through a multiple disc clutch to a four-speed gear box and from thence by a two-piece cardan shaft to the worm driven rear axle. The wheels are detachable disc fitted with 36 by 6 tyres. Four-wheel brakes assisted by Dewandre servo are fitted as standard. The chassis price is £795 short wheelbase, or £810 long wheelbase.

**Recent Albion Deliveries.**—The Albion Motor Car Co., Ltd., Scotstoun, Glasgow, have sent us a number of photographs of vehicles they have recently delivered to customers, one being a 3-tonner supplied to T. Stevens, Ltd., builders, of London. The vehicle is fitted with a gantry for carrying long timber. Another is a 30 cwt. vehicle supplied to Lord Hothfield. Another has been shipped to H. Larcher & Son, Ltd., 45 Moor Street, Fitzroy, Victoria, Australia, for the transport of pasturized milk and cream. The fourth vehicle, which we illustrate, is a 30-cwt. bullion van supplied to the Union Bank of Scotland, Ltd. The machine is fitted with shelves on each side of the centre passage with two seats for attendants. Inside the van there is a door on either side so that the van need not be turned in the street in order to have the door next to the pavement when delivering to a bank. The walls of the van are lined with steel



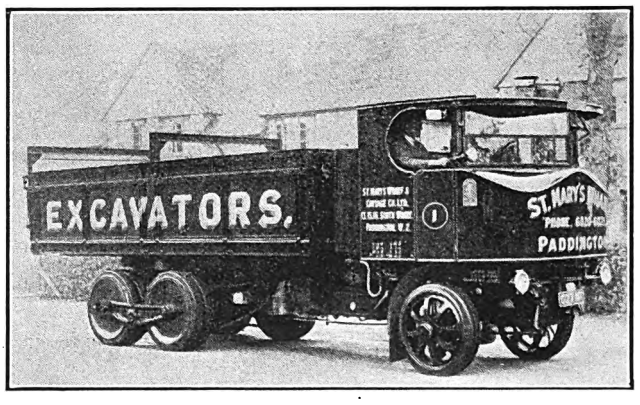
THE 20/36 H.P. 30-CWT. "ALBION" BULLION VAN FOR THE UNION BANK OF SCOTLAND, LTD.

and there are no running boards which might help to facilitate an attack.

**The Marquis of Bath Buys a Morris Commercial.**—Amongst recent orders received by Morris Commercial Cars, Ltd., Soho, Birmingham, is one from the Marquis of Bath, K.G., Longleat, Warminster, who has purchased a 30 cwt. Morris Commercial shooting lorry through Mr. Willcox of the Warminster Motor Co., Ltd., Warminster.

**A D.G.6 Sentinel for St. Mary's Wharf.**—Our photograph shows a Sentinel D.G.6 wagon recently supplied by the Sentinel Waggon Works, Ltd., Shrewsbury, to St. Mary's Wharf & Cartage Co., Ltd.

**A.E.C. Overseas Orders.**—The Associated Equipment Co., Ltd., Windmill Lane, Southall, Middlesex, state that the general trade depression has not so far affected them




A SENTINEL D.G.6 WAGON FOR ST. MARY'S WHARF & CARTAGE CO., LTD.

in the sale of their A.E.C. chassis abroad. They state that no doubt due to their progressive policy in designing models which conform to the special needs of overseas users, they have received orders from Denmark, Sweden, India, South America, Spain, Australia, Canada and South Africa. As the result of the recent demonstration of overseas type "Ranger" chassis in South Africa, several orders have been placed and the first of this type of chassis is now in service for the Bloemfontein Corporation. The chassis has been mounted with locally built front entrance bodies, accommodating 35/40 passengers.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Delozey Bros., 16, Gladstone Road, Ware, Herts., haulage contractors. £45/13/2. September 26th.

Ebenezer Fletcher, 18, Heywood Avenue, Golborne, Lancs., haulage contractor. £38/8/0. September 25th.

Leslie Nuttall, Fairhaven, Thornham Old Road, Summit, Royton, Lancs., carrier. £20/19/10. September 18th.

Robinson Walker, 21, Clayton Street, Blackburn, carrier and garage proprietor. £103/9/8. September 29th.

H. Edgar Brown, 49, Holloway Road, London, N.7, transport contractor. £24/11/10. September 25th.

Sidney Joel, 19, Lamb Street, Spitalfields, London, E., haulage contractor. £44/11/11. September 23rd.

F. G. Riley, 35, Chippenham Mews, Paddington, London, W., cartage contractor. £47/7/6. September 22nd.

A. Turner & Sons (London), Ltd., Windsor House, Victoria Street, London, S.W., haulage contractors. £42/5/0. September 23rd.

Harry Petley, Old Buckenham, Norfolk, haulage contractor. £50/11/8. September 10th.

Burndred Brothers, Wright Street, Stoke-on-Trent, Staffs., haulage contractors. £21/6/3. September 3rd.

Saml. Orchard, Alrewas, Staffs., haulage contractor. £38/5/8. September 18th.

— Marshall, Orsova Cottage, Crowhurst, Sussex, carrier. £20/10/0. September 16th.

H. Marriott, 1-5, Holland Street Parade, Birmingham, haulage contractor. £28/3/1. September 23rd.

Wm. Bond, 27, Ansthorpe Drive, Selly Road, Whitkirk, Leeds, haulage contractor. £70/16/11. September 23rd.

H. Moreman, 82, Greasboro Road, Rotherham, Yorks., haulage contractor. £52/8/10. September 29th.

W. Nettleton, 54, James Street, Wetherby, Yorks., haulage contractor. £26/19/11. September 26th.

Harold Thorold, 12, Darnboro' Street, York, carter. £26/2/7. September 23rd.

C. Dillan Jones, 7, Mina Street, Llanelly, Carmarthen, haulage contractor. £42/16/10. September 20th.

Alf. Oxlade, Pwll Cwm, Landore, Swansea, haulage contractor. £34/19/6. August 19th.

David Sambrook, Glantivy, Kilgerran, Pembroke, haulage contractor. £42/11/1. September 22nd.

Duttons Motors & Coach Bureau, Alderley Road, South Hoylake, Ches., motor coach proprietors. £25/3/4. September 24th.

Sam Hill, the younger, Oak Farm, Calow, Derbyshire, haulage contractor. £22/0/11. September 30th.

Jno. Mansfield, 77, Head Street, Halstead, Essex, carter and contractor. £32/11/0. August 1st.

Stephenson & Sedman, 22, Adlington Street, Burnley, removal contractors. £27/11/4. September 30th.

Wm. Wilson and Margaret Wilson (his wife), 24, Museum Street, Warrington, haulage contractors. £23/6/4. October 6th.

J. Hodgkinson, Newark Road, North Hykeham, Lincs., haulage contractor. £78/5/4. September 25th.

Canvas, Ltd., 97, Cephas Street, Mile End, London, E., haulage contractors. £38/1/0. September 25th.

Robt. Swatman, 47, Ablow Street, Wolverhampton, haulier. £30/18/1. August 19th.

Walter Plues, Water Skellgate, Ripon, Yorks., carting contractor. £35/2/1. September 30th.

Edwd. Jas. Howes, 65, Baker Street, High Wycombe, Bucks., haulage contractor. £91/17/9. October 9th.

J. W. Bainbridge, Grange Road, Buxton, Derbyshire, haulage contractor. £28/12/6. October 8th.

Richd. Bethel, The Old Jolly Cricketers, Nevendon, Essex, carman. £24/9/9. September 30th.

Wm. Thos. Lacey, 254, Barking Road, East Ham, London, E., char-a-banc proprietor. £29/8/2. October 2nd.

Wm. Jenkinson, 35, Skirton Road, Old Trafford, Lancs., general carrier. £28/18/8. September 25th.

# The Gazette.

## Dissolutions of Partnership.

JOHN HOCKING CONDER, and ERNEST RAYMOND OSBORN KNIGHT, trading as Conder & Knight, haulage contractors, 20, Park Road, Crouch End, Middlesex. 30th October, 1930. All debts by John Hocking Conder, who will continue.

SPENCER RIGG, and SARAH LENA WALKER, trading as Rigg Brothers, cartage contractors, Radcliffe, Lancashire. 25th October, 1930. All debts by Sarah Lena Walker, who will continue.

FREDERICK WATTS, and WILLIAM WATTS, motor and general haulage contractors, trading as T. Watts & Sons, Enfield Highway, Middlesex. 24th November, 1930. All debts by William Watts, who will continue.

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

SIDNEY JAMES BALL, The New Inn, West Anstey, Devonshire, haulier, etc. Receiving order and order of adjudication, November 4th.

GEORGE HUBERT CLEMENT, "Bramhope," Belle Vue Road, West Cross, Swansea, haulier. Public examination, December 19th, at Swansea.

FREDERICK JAMES GIBBINS, and HERBERT GRIFFIN, trading as "The Premier Carting Company," removal contractors, 162, Victoria Street, and Laceby's Yard, Sexhill Street, both Great Grimsby. Receiving order and order of adjudication, November 10th.

JOHN CAWTHRAY, Sunny Bank, Knottingley, Yorks. Carter and motor driver. Receiving order and order of adjudication, November 8th. Public examination, December 11th, at Wakefield.

JOHN DURRANT, 25, Cecil Street, Bury, Lancaster, carrier, etc. Receiving order and order of adjudication, November 18th. Public examination, January 13th, at Bolton.

HUGH CECIL JESSOP, Low Street, North Collingham, Nottinghamshire, haulage contractor. Receiving order and order of adjudication, November 18th. Public examination, January 8th, at Nottingham.

MERVYN BERRYMAN, 94, Kingston Road, New Malden, Surrey, motor haulage contractor. Receiving order, November 20th.

FREDERICK WALTER COTTIS, East Street, Prittlewell, Essex, cartage contractor. Receiving order, November 20th, and order of adjudication, November 25th.

AWDRY VALENTINE COLE, and MARGUERITE ELEANOR MARY AGNES COLE, lately trading as the Cole Transport Company, Villa Rolande, Avenue Bellevue, Cannes, France. Lately 151, Victoria Street, Westminster, S.W. Receiving order, October 17th. Public examination, January 28th, in London.

DANIEL DOCKERTY, 3, Castlegate, Penrith, Cumberland, haulage contractor, etc. Receiving order and order of adjudication, November 26th.

## Notices of Intended Dividend.

THOMAS HENRY DENNIS, 176, 178 and 195, Denman Street, Nottingham, haulage contractor, etc. No. 36 of 1930. Claims to David Cameron Negus Duncan, 8, St. Peter's Church Walk, Nottingham.

HUGH TRAIN MACKINNON, trading as Boulton & Mackinnon, The Railway Goods Yard, Wellington, Salop., haulage contractors. No. 7 of 1930. Claims to Cyril John Pyke, 22, Swan Hill, Shrewsbury, Official Receiver.

JOHN WILLIAM REDFEARN, 18, Staithes Road, Thornhill Lees, Dewsbury, Yorks., haulage contractor. No. 7 of 1930. Claims to John Osborne Morris, 12, Duke Street, Bradford, Official Receiver.

## Notices of Dividend.

VERA GERTRUDE THURSTON, trading as Modern Express Transport Company, 203, Fawcett Road, Southsea, Hants. No. 16 of 1930. First and final of 1s. 9½d. in the £. Payable at 87, High Street, Portsmouth.

EDMUND MORVILLE, 55, Windy Bank, Colne, Lancaster, haulage contractor. No. 25 of 1930. First and final of 4s. 6d. in the £. Payable at the Official Receiver's Office, District Bank Chambers, Blackburn.

JOHN STEPHEN ROGERS, trading as and described in the receiving order as Watford Haulage Co., Primrose Garage, Radlett Road, Watford, Herts. Garage proprietor. No. 23 of 1929. First and final of 4d. in the £. Payable Coventry House, South Place, London, E.C.2.

SAMUEL MOLE, lately 17, Greenfield Avenue, formerly Hemplands Garage, Hemplands Road, both Stourbridge, Worcestershire, haulage contractor. No. 3 of 1929. First and final of 6d. in the £. Payable at the Official Receiver's Office, 1, Priory Street, Dudley.

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# New Companies.

**David Y. Abbey, Limited.** (16,219).—Private company. Registered November 28th in Edinburgh. Capital £13,000 in 10,400 preference, 2,500 ordinary and 100 deferred shares of £1 each. Objects: To acquire the business of a transport contractor and builders' merchants, now carried on by D. Y. Abbey at Annandale Street Lane, Edinburgh. D. Y. Abbey is the first director. Registered office: Annandale Street Lane, Edinburgh.

**Knowles Motors, Limited.** (252,381).—Private company. Registered December 1st. Capital £4,000 in £1 shares. Objects: To acquire the business, etc., carried on by J. W. Knowles at Langley Mill, Derby, to carry on the business of motor engineers, haulage contractors and furniture removers; to establish a daily goods service between Nottingham, Derby, Leicester and any adjacent district for the conveyance of goods to or from London or district. The directors are: J. W. Knowles (chairman), E. V. Knowles (managing director), A. E. Knowles, H. Knowles, A. C. Knowles. Secretary: E. Bond.

**Pleasure Tours, Ltd.** (252,518). — Private company. Registered December 5th. Capital £500 in £1 shares. Objects: To acquire the motor char-a-bancs, lorries, motor cars, taxicabs, motor cycles and other automobiles at present owned by F. Anderson, and to carry on the business of garage proprietors, haulage contractors, passenger and goods transport, etc. The directors are: Mrs. H. M. W. Holt, F. Anderson. Registered office: Wakefield, Maryvale Road, Bournville, Birmingham.

**Mockford & Smith, Ltd.** (252,514).—Private company. Registered December 5th. Capital £1,000 in £1 shares. Objects: To acquire the business of automobile engineers, garage proprietors and haulage contractors carried on by F. E. Mockford and C. L. Smith at Tonbridge Road, Maidstone. The directors are: F. E. Mockford, C. L. Smith. Registered office: Tonbridge Road, Maidstone, Kent.

**Northern Road Transport Owners' Association, Ltd.** (252,579).—Registered December 8th as a company limited by guarantee, without share capital, with not more than 250 members, each liable for £1 in the event of winding up. Objects: To promote the interests of members in relation to their business of motor coach and motor vehicle operators, etc. The management is vested in a Council of not less than 5 nor more than 20 members. The first members of the Council are: J. Orange, R. Robson, G. N. Galley, T. Wilkinson, T. H. Allen, T. Gordon, R. Longstaff. Secretary: A. N. Brown. Registered office: 12a Northumberland Street, Newcastle-on-Tyne.

**Woking Transport Company, Ltd.** (252,643).—Private company. Registered December 10th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage, cartage and removal contractors, motor and mechanical engineers, garage proprietors, general carriers of goods and passengers, etc. The directors (to number not more than 5) are: H. Taylor, Mrs. Alice Scammell, G. W. Baker, J. W. Etherington. The two first named are permanent.

**S. & A. Thomas, Ltd.** (252,636).—Private company. Registered December 10th. Capital £2,000 in £1 shares. Objects: To acquire the business of a transport contractor, garage proprietor and dealer in motor vehicles of all kinds carried on by A. S. Thomas, at 58 Carlyle Road, Lozells, Birmingham. The first directors (to number not less than 2 nor more than 5) are: A. S. Thomas, Miss G. E. Thomas. Registered office: 58 Carlyle Road, Lozells, Birmingham.

**Compagnie Nantaise, Ltd.** (252,647).—Private company. Registered December 11th. Capital £1,000 in £10 shares. Objects: To carry on the business of shipowners, shipbrokers, freight contractors, insurance brokers, wharfingers, stevedores, lightermen, ship charterers and chartering agents, carriers by land, water and air, consignees, transport and forwarding agents, etc. The directors are: A. P. G. Berton, V. J. M. Barel, F. Reynolds. Acting Secretary: A. H. Allibone.

**St. Mary Axe Transport Company, Ltd.** (252,665).—Private company. Registered December 11th. Capital £10,000 in £1 shares. Objects: To carry on the business of shipbrokers, ship agents, insurance brokers and agents, managers of ship property, carriers by land and sea, general carriers and contractors, bonded and common carmen, etc. The first directors are not named. Registered office: 46 St. Mary Axe, E.C.3.

**International Shippers and Agents, Ltd.** (252,683).—Private company. Registered December 12th. Capital £100 in £1 shares. Objects: To carry on the business of forwarding, shipping and insurance agents, shipowners and builders, etc. The directors are: H. R. C. Lillywhite, E. G. Dutton. Registered office: 16/17 King Street, E.C.2.

**W. Manning & Son, Limited.** (252,698).—Private company. Registered December 12th. Capital £2,000 in £1 shares. Objects: To acquire the business of a motor coach proprietor and dealer carried on by W. W. Manning at 62 Compton Road, Birkdale, as "W. Manning & Sons." The permanent directors are: W. W. Manning, T. N. Jefferson. Registered office: 62a Compton Road, Birkdale, Lancs.

**Ajax River Transport Company, Ltd.** (252,778).—Private company. Registered December 16th. Capital £1,000 in £1 shares. Objects: To acquire and hold ships and vessels, to employ the same for the conveyance of passengers, mails, livestock, meat, corn and other products and to carry on the business of shipowners and brokers, managers of shipping property, etc. The permanent governing directors are: P. J. Dawkins, F. E. Walker.

**Springfield Carriers, Ltd.** (252,788).—Private company. Registered December 16th. Capital £4,000 in £1 shares. Objects: To acquire the business of road transport contractors formerly carried on by the late R. H. Booker at 2 Great Marlborough Street, Whitworth Street West, Manchester, and at 12 Union Street, Liverpool, as the Springfield Motor Haulage Co. The directors are: Mrs. Isabel Booker (chairman), R. H. Booker, Hezekiah Meadowcroft. The two first named are permanent. Registered office: 2, Great Marlborough Street, Whitworth Street West, Manchester.

**S. Bayley & Son, Ltd.** (252,785).—Private company. Registered December 16th. Capital £2,000 in £1 shares. Objects: To carry on the business of haulage and removal contractors, general carriers, forwarding agents, omnibus, char-a-banc and taxi proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: S. Bayley (permanent managing director and chairman), F. Bayley. Registered office: 127 Cemetery Road, Sheffield.

**City Coaches, Ltd.** (252,800). — Private company. Registered December 17th. Capital £100 in £1 shares. Objects: To carry on the business of proprietors, hirers and letters on hire of motor omnibuses, coaches, chars-a-banc, lorries, vans, etc. The permanent directors are: W. Beckett, J. E. Hemsley. Secretary: J. E. Hemsley.

**Alex. Matthew & Co. (Liverpool), Ltd.** (252,831).—Private company. Registered December 18th. Capital £1,500 in £1 shares. Objects: To acquire the business carried on at 15 to 19 Berry Street, Liverpool, as Alex. Matthew & Co., and to adopt an agreement between A. A. Matthew and G. Sawyer, and to carry on the business of garage, taxicab, omnibus, cab, fly and other conveyance proprietors, etc. The directors are: A. A. Matthew, G. Sawyer. Registered office: 15-19 Berry Street, Liverpool.

**S. N. Hadley & Co., Ltd.** (252,891).—Private company. Registered December 19th. Capital £1,000 in £1 shares. Objects: To acquire the business of a shipping and forwarding agent heretofore carried on at 149 Fenchurch Street, E.C.3, by S. N. Hadley as "S. N. Hadley & Co." The directors are: S. N. Hadley, W. Vine. The said S. N. Hadley shall be permanent director and chairman so long as he holds 500 ordinary shares. Secretary: B. C. Barber. Registered office: 149 Fenchurch Street, E.C.3.

**Llanelly and District (Carmarthenshire) Transport Company, Ltd.** (252,880).—Private company. Registered December 19th. Capital £2,000 in £1 shares. Objects: To acquire the business of motor omnibus and char-a-banc proprietors and repairers carried on by Wm. Jones, Willie Jones and Trevor Jones, at Brynteg, Upper Tumble, near Llanelly, and Thomas Taylor at The Central Garage, Cross Hands, near Llanelly, and by John Jones, bus proprietor, Pontyberem; John Jones, bus proprietor, Gorseinon; D. M. Phillips and W. A. Phillips, of Llandebie. The permanent directors are: Wm. Jones, E. Howell, T. Taylor, J. Jones, C. Isaacs, J. Jones, W. A. Phillips. Secretary: E. Howell. Registered office: "Brynteg," Upper Tumble, near Llanelly.

**London, Manchester, Scottish Coachways, Ltd.** (252,915).—Private company. Registered December 20th. Capital £3,000 in £1 shares. Objects: To acquire the business of motor station, garage and motor omnibus proprietors, carried on by H. H. Horton and E. H. Leese at East Street, Lower Moseley Street, and Chepstowe Street, Manchester, under the style of "London, Manchester, Scottish Coachways." The first directors are: E. H. Leese, H. H. Horton, H. Potts, A. Meadows.

**Roadways and Airways, Ltd.** (252,969).—Private company. Registered December 22nd. Capital £10,000 in

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8,000 10 per cent. cumulative participating preference shares of £1 and 40,000 ordinary shares of 1/- each. Objects: To carry on the business of transporters of persons, goods or otherwise by land, sea or air, etc. H. W. Sale is the first director. Registered office: Holborn Viaduct House, 12, Holborn Viaduct, E.C.1.

**W. Fisher and Sons, Ltd.** (253,023).—Private company. Registered December 24th. Capital £250 in £1 shares. Objects: To carry on the business of haulage, cartage and removal contractors, motor and mechanical engineers, garage, motor bus, char-a-banc and taxicab proprietors, etc. The directors are: W. A. Fisher, W. S. Fisher, H. Fisher. The said W. A. Fisher shall be permanent so long as he holds 25 shares. Secretary: N. Fisher.

**Frederick Lloyd & Son, Ltd.** (253,051).—Private company. Registered December 29th. Capital £500 in £1 shares. Objects: To acquire the business of a coal merchant and general carrier carried on by F. Lloyd at Clegg Street Station, Oldham. The permanent directors are: F. Lloyd, Mrs. E. Lloyd.

**Robert Armstrong & Sons, Ltd.** (253,115).—Private company. Registered December 31st. Capital £2,000 in £1 shares. Objects: To carry on the business of furniture removers and storers, haulage contractors, carpet cleaners, upholsterers and cabinet makers, etc. The permanent directors are: R. Armstrong, J. J. Armstrong. Secretary: R. Armstrong. Registered office: 112 Bridge Road, Litherland, near Liverpool.

**Welsh Airways, Ltd.** (253,131). — Private company. Registered December 31st. Capital £100 in 1/- shares. Objects: To carry on and make arrangements for air transport services of all kinds, etc. The permanent joint managing directors are: P. Carpenter, T. Jenkins, with power to appoint 3 additional permanent directors.

**Cleland, Trangmar and Company, Ltd.** (253,151).—Private company. Registered January 1st. Capital £1,000 in £1 shares. Objects: To carry on the business of garage proprietors, warehousemen, manufacturers and repairers of and dealers in char-a-bancs and motor cars, organisers of vehicular excursions and tours, general carriers, etc. The directors are: R. R. Cleland, C. M. Trangmar. Secretary: A. C. Chapman.

**Chain Garages, Ltd.** (253,211). — Private company. Registered January 2nd. Capital £5,000 in £1 shares. Objects: To carry on the business of garage proprietors, haulage and cartage contractors, proprietors of steam and other traction engines, motor and other lorries, taxicab, omnibus, cab and fly proprietors, etc. The directors are: J. S. Latham, W. G. M. Buckley. Secretary: W. G. M. Buckley. Registered office: 18 Fleet Street, E.C.

## Mortgages and Charges.

**Nicholls & Co. (Brighton), Ltd.** — Mortgage dated November 13th, 1930, to secure £3,992 5s. 2d. and any other money which may become due on any account whatsoever, charged on 100 North Road, and 31, 32, 39, 40 and 41 Vine Street, Brighton. Holders: Steyning Permanent Benefit Building Society.

**Crimson Rambler Coaching Service, Ltd.**—Particulars filed of debentures for sums not exceeding in the aggregate at any one time £4,000, authorised November 13th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £3,000.

**Podger & Davis, Ltd.**—Further charge on 59 Whitecross Road, Weston-super-Mare, dated November 13th, 1930, to secure £1,500 (supplemental to mortgage dated February 5th, 1925). Holder: C. M. Walker, Wellington, Somerset.

**H. J. White & Company, Ltd.**—Third mortgage debenture dated November 26th, 1930, to secure £350, charged on the company's undertaking and property, present and future, including uncalled capital (subject to first and second debentures). Holder: L. H. White, 143 Queen Victoria Street, E.C.

**Bouts Bros., Ltd.** — Debenture dated December 1st, 1930, to secure £6,000, charged on land in London and the company's undertaking and property, present and future, including uncalled capital. Holders: Branch Nominees, Ltd.

**Eastern General Transport Company, Ltd.**—Debenture dated December 5th, 1930, to secure £8,075, charged on the company's undertaking and property, including uncalled capital and goodwill. Holders: N. V. Maatschappij Lemelerveld tot Exploitatie en Administratie van Onroerende en roerende Goederen, Amsterdam.

**Hale Garage Coach Company, Ltd.**—Charge on 253, 255, 257, 259, 261, 263 and 265, Camberwell Road, S.E., dated December 6th, 1930, to secure £2,000. Holders: Commercial Structures, Ltd., 61 City Road, E.C. Also charge of same date on The Hale Garage, Tottenham, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**R. Lawson & Company, Ltd.**—Satisfaction in full on November 5th, 1930, of mortgage dated December 31st, 1925, and registered January 13th, 1926. (According to the register of mortgages, the mortgage registered January 13th, 1926, originally secured all moneys due to Bank).

**Batchelar & Son, Ltd.**—Satisfaction in full on November 12th, 1930, of £30,000 debenture stock secured by trust deed dated October 1st, 1896, of which particulars of the amount outstanding on July 1st, 1908, were registered on October 14th, 1908.

**Wright Bros. (Burnley), Ltd.**—Satisfaction to the extent of £840 on November 12th, 1930, of debenture dated January 24th, 1930, and registered February 7th, 1930.

## Receiverships (Appointment or Release).

**J. Beresford & Sons, Ltd.**—R. E. Clark, of 17, Albion Street, Hanley, ceased to act as Receiver and Manager on December 3rd, 1930.

**E. Chapman, Ltd.**—W. E. Gillespie, of Imperial House, 80-86, Regent Street, W.1, ceased to act as Receiver and Manager on December 5th, 1930.

**Isaac Robinson & Sons (Rhyl), Ltd.**—I. Robinson, of "Foxfield," Lake Avenue, Rhyl, was appointed Receiver and Manager on December 6th, 1930, under powers contained in debenture dated May 3rd, 1926.

**Orr, Hill & Dale, Ltd.**—P. E. Harding, of 5, Coleman Street, E.C., was appointed Receiver and Manager on December 17th under powers contained in debenture dated March 15th, 1930.


## NOTICES

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FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

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*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

JANUARY, 1931.


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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 317. FEBRUARY 16, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Co-ordination or Subordination?

FURTHER consideration of the Final Report of the Royal Commission on Transport strengthens the view that the primary consideration which the Commissioners had in mind was that our railways must be safeguarded at all costs. At a first reading of the report one is struck by the impartial way in which the Commissioners hand out criticism and advice on all sides, not excluding the railway companies, but a second perusal makes it evident that the matters on which the railways are criticised deal with points of detail and are fairly easily explained away or refuted. Running through the report is the steady refrain that the railway companies are so important and so essential to the trade and industry of the country that no system of transport must be allowed to compete on equal terms and that such competition must be carried on under severe handicaps and burdens which will ensure that the alternative mode of transport can only fill a very subordinate position. The letters which we publish in this issue from representative leaders of different branches of road transport, while acknowledging the good points of the report, are at one in emphasising this aspect of the question. The recommendations of the Commission as to the taxation of heavy motor vehicles perhaps show the bias in favour of the railways more clearly than any other feature. The members of the Royal Commission seem to be basing their recommendation on the ground that such vehicles were not adequately taxed, but in reality the object seems clearly to be to prevent their being used economically on the roads. As is pointed out in a table in the letter from Mr. E. C. Marston, the actual tax on such vehicles amounts to £60 a year but this does not take into account the very heavy burden inflicted by the petrol tax, which may easily run into figures of £100 a year or over. In fact Mr. P. R. Turner, the President of the London Cartage & Haulage Contractors' Association, in a speech at the recent dinner of the London Shipping & Forwarding Agents' Conference, stated that the total tax on heavy lorries such as a Scammell six-wheeler amounted to upwards of £200 per annum. If the original tax is to be doubled, as is recommended by the Commissioners, it must be with the intention of making it impossible for such vehicles to be run successfully.

It is quite evident from a careful study of the report that the Commissioners, while desiring to safeguard the interests of the railway companies, have found it exceedingly difficult to maintain a straight course in this respect and various clauses in the report can only be said to contradict each other completely. This point is emphasised in the letters which we publish. For instance it is stated that while the Commissioners do not consider that road transport is taxed too highly, neither do they consider the taxation is too little, and yet they recommend a tremendous increase in the taxation on vehicles which are performing useful work and which have been evolved by the motor manufacturers on lines which enable them to carry out their services with the minimum amount of damage to the roads.

We have never considered it our duty to instruct the various branches of road transport, which it has been our privilege to represent for so many years, as to the best way of carrying on their business and as both the representatives of the cartage and haulage contractors and of the long distance hauliers, in their evidence before the Royal Commission, recommended the licensing of those engaged as road transport contractors, they are naturally pleased that the report recommends that this step should be taken. There is a good deal to be said for any step which will improve the organisation and the status of the industry and it is a matter for regret that since the War a large number of firms have sprung up who have carried on a haulage business without proper financial means or experience and by cutting rates have secured business for the time being, to the detriment of the well-established and well-organised concerns. The elimination of such unfair competition has always been the policy of those at the head of the trade associations and the proposal to licence all those engaged in the business of road

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haulage is a natural consequence of this desire. So, too, the regulating of wages and hours of labour is a necessary corollary to this move and will be to the advantage of those who at present are paying trade union wages and working their employees reasonable hours We have always held, however, that the less Government interfered in the industry of the country the better it was for those engaged in it and that any form of Government control was to be deprecated as leading to still further restrictions and to the placing of heavier obstacles in the way of carrying on one's business. This is the danger which we foresee in the proposals for licensing the road transport industry and this is borne out by the final recommendation of the Commissioners that an Advisory Council should be formed to advise the Minister of Transport as to future steps which he should take to regulate transport in all its branches.

We cannot avoid the feeling that the whole trend of legislation, whether by Act of Parliament or by departmental regulations, is to place fresh difficulties in the way of development and to try to restrict road transport into narrow channels strongly protected by high walls from which it will be impossible for it to escape.

## The New Motor Regulations.

On another page we have published a *precis* of the Motor Vehicles (Construction and Use) Regulations and, whilst we admit it may be due to our present unfamiliarity with the new regulations, we must say we are of the opinion that they are more confused than those which they are supposed to simplify and replace. The Minister has too much power under the Road Traffic Act and he does not appear to be quite clear himself as to what power he has and that which he has not. The new regulations have obviously been compiled in consultation with various interested bodies, each giving way a little here and a little there in order to get as near as possible regulations which will suit themselves, with the result that there is singular disconnection in the regulations laid down. Some of these regulations do not come into force until as late as 1940 and other regulations are not to apply to vehicles registered under the Road Traffic Act on or before 1st January, 1933. This may be unavoidable, in fact it probably is, but certainly the result is that there are thousands upon thousands of vehicles now on the roads which do not know what acts or regulations they come under and it is doubtful if anyone could decide at any time. As an instance of vagueness in the regulations we may take those relating to locomotives. Section 21 says that the weight of locomotives shall not exceed 15½ tons, but if fitted with a jib crane, dynamo or extra winding drum or any one or more of such fittings, the maximum unladen weight shall be increased by 1½ tons and if all its wheels are fitted with tyres of soft or elastic material the maximum unladen weight shall be increased by 2 tons, such increases to be cumulative where both conditions are satisfied. Section 56 states that the maximum total weight of a locomotive shall not exceed the unladen weight permitted by these regulations by more than 3 tons. What we should like to know is what is the actual maximum legal weight of a locomotive? Furthermore, whilst it is stated in Section 28 that the overall width of a locomotive shall not exceed 9 ft., the only regulation we can find with regard to the width of trailers, without which locomotives are useless for haulage purposes, is contained in Section 52 which refers to the width of a trailer drawn by a motor vehicle and lays it down that the width must not exceed 7 ft. 6 in. with a proviso that trailers used by travelling showmen in connection with their business may use trailers not exceeding 8 ft. 9 in. in width, if such trailers were being used by the showmen before the 15th January, 1931. Why should showmen have preference over other users of locomotives; and is it really intended that trailers drawn by locomotives should be narrower by 1 ft. 6 in. than the engine hauling them? Even the regulations have their touch of humour, for certainly it was a brain wave on someone's part to make it law that road wheels must be circular! Our own dull brains had never considered a wheel as being anything else, but probably our legislators had some secret information concerning some enterprising manufacturer who proposed placing a vehicle on the road with square wheels. Then the legislation concerning track laying vehicles seems curious. The purpose of a track laying vehicle is to travel over soft ground where wheeled vehicles would become bogged. It follows that the weight of the track laying vehicles is distributed over a larger area of ground surface than the wheel type and therefore it does less damage to the road than the wheel type; but by paragraph "b" of Section 9 of the regulations a track laying tractor shall not draw a trailer other than a land implement. Why? What is the use of a track laying tractor if it is not permitted to draw a trailer and what is a track laying tractor? There is nothing in the regulations which makes it illegal for a locomotive to be equipped with tracks instead of wheels. Perhaps, however, it is too early to criticise these regulations as they are still far from complete.

## Section 19 of the Road Traffic Act.

JUST as we go to press we have received notice of a joint application from the Transport and General Workers' Union on the one hand and the Commercial Motor Users' Association, the Motor Hirers' Association, the Municipal Tramways and Transport Association, the Omnibus Owners' Association and the Tramways and Light Railways and Transport Association on the other, being organisations representative of employers and workpeople in the section of the road transport industry concerned with the conveyance of passengers in public service vehicles, for a variation, in certain circumstances, of the periods of time laid down in Section 19 of the Road Traffic Act, 1930, for the employment of drivers on road vehicles of certain types. The Minister has referred the matter to the Industrial Court for advice as is provided for in the Act and the meeting was to be held on Friday, February 13th. We are drawing attention in this issue to the announcement made by the Minister of Transport postponing the date provisionally fixed for Section 19 to come into force, until April 1st next. This is the result of representations made to the Minister by organised bodies of employers and workpeople in the transport industry and is in order that time may be allowed for completing negotiations at present proceeding between the parties with a view to the making of joint application to the Minister for a regulation varying the provisions of the Section in order to meet special cases. Our readers will therefore make a special note that Section 19 of the Road Traffic Act did not come into force on February 1st last and that the date has been altered to April 1st by the Minister of Transport.

## Motor Coaches in London.

The Motor Hirers' & Coach Services Association are to be congratulated upon the steps which they have taken in connection with the proposed ban on motor coaches in the central area of London. There comes a time when it is no longer any use relying on representations to the Minister of Transport and unless you are prepared to see your interests and your business suffer the organisation which looks after the branch of transport concerned must take strong action to safeguard the rights of its members. The rule which was obtained in the High Court calling upon the Minister of Transport to show cause why he

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should not be stopped from issuing the regulation banning motor coaches in the way suggested has focused attention on this proposed hardship which will ensure the full consideration of the proposal before anything so drastic can be carried into operation. There is a tendency to see in every proposed restriction or increased burden of taxation the sinister hand of railway influence behind such proposals, and this is suggested in the letter appearing in this issue from Mr. Eric Monkman, of Orange Luxury Coaches. It is quite clear that if motor coaches are prevented from stopping within a certain area to unload and pick up passengers the result will be to help existing forms of transport while making the position very much more difficult for those who use these convenient vehicles for travelling. It is a matter for grave concern that the Minister of Transport has secured, or is taking, very wide powers to legislate by means of regulation in a way which would not have been dreamed of a few years ago. As was mentioned by counsel in the action taken by the motor coach proprietors the Minister appears to have the power even to override Acts of Parliament, and it is a good thing that steps should be taken to show where we are moving in this direction. In fact it is impossible at the present time to say what powers the Minister has to make conditions affecting transport or to restrict its development in any way which seems good to him. Cases are now coming into the Courts where counsel is arguing that the law relating to road transport is so confused that the motorist or vehicle owner does not know where he stands and therefore should not be penalised for not understanding the position. This is a very serious aspect of the case and one which is unfair, not only to the road user but to those who have to administer the law and it is a good thing that action has been taken which, in the instance of motor coaches, has pulled the Minister of Transport up sharp and will make us realise how far we have drifted in the direction of bureaucratic control which may become almost independent of legislation.

## British Industries Fair.

The British Industries Fair which opens to-day, February 16th, both at London and Birmingham, shows a further marked advance on any exhibition previously held. Our readers are mainly interested in the Birmingham section held at Castle Bromwich where the 12th annual display of the newest engineering machinery and hardware products will be found ready for the inspection of visitors from February 16th to 27th inclusive. The number of groups included in this section covers the whole range of industry from great engineering or electrical plant to give driving power to works at home and abroad; transport and building machinery and all kinds of machinery in connection with roadmaking. The catalogue, of which we have received an advanced copy, is planned as in past years in a form which makes it particularly useful as a guide to the exhibits, and invitations have been sent to and accepted by buyers from all parts of the world. It may safely be said that this Exhibition is of the greatest value and importance to British trade and ought to be visited by all who are interested in the varied range of machinery and goods which will be shown. As in past years there will be a series of important professional and industrial and trade conferences during the period of the Fair, bringing to the Exhibition representatives of the leading firms from all parts of the country.

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**Birmingham Co-operative Society. Chief Traffic Manager.**—The Committee of the Birmingham Co-operative Society have appointed Mr. Horace Woolley, assistant traffic manager, to the position of chief traffic manager in succession to Mr. J. H. Stirk, J.P., M.Inst.T., who has been appointed Chairman of the East Midland Traffic Commissioners under the Road Traffic Act.

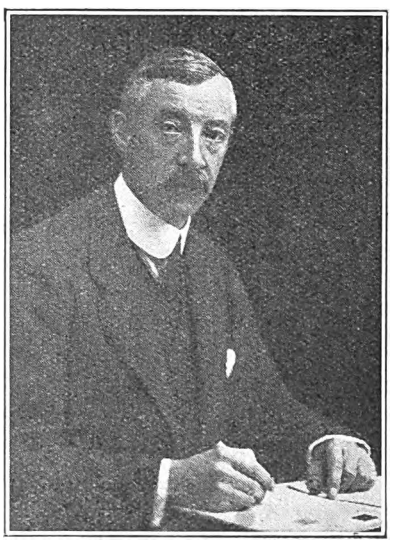
# Personal Notes.

**Mr. J. Shearman of the L.M.S.**—Mr. J. Shearman, the Road Engineer of the London, Midland & Scottish Railway, has been a good deal in the forefront of the Transport World recently, first in connection with the Karrier "Colt," an ingenious three-wheel vehicle, specially designed for operating in confined spaces such as railway goods yards, and now through the "Ro-Railer," a motor coach fitted with two sets of wheels so that it can be run either on rail or on the road by a slight adjustment. Congratulations are not only due to Mr. Shearman but also to Karrier Motors, Ltd., Huddersfield, who have designed and made both these vehicles at their works.

MR. J. SHEARMAN.

**Motor Trade President.**—For the second year in succession Mr. H. L. Kenward, Sales Director of the Dunlop Rubber Company has been elected President of the Institute of the Motor Trade for the current year. It is also announced that Lord Wakefield has again presented the Institute with a gold medal to be awarded to the winner of the best paper on the subject of "The Six Essentials of a Successful Motor Business."

**New Dunlop Director.**—Mr. C. A. Proctor, who has recently returned from a business tour to Canada, America and the Far East to take up his duties as Overseas Director of the Dunlop Rubber Company, Limited, has been elected to a seat on the Board of the Company. Mr. Proctor was a member of the Board from March 10th, 1919, to 29th April, 1927, when he relinquished his Directorship in order to undertake important work with the Associated Dunlop Companies on the Continent of Europe.



MR. C. A. PROCTOR.

**L.G.O.C. Appointment.**—Mr. G. J. Shave, chief engineer and operating manager of the London General Omnibus Co., Ltd., having asked to be relieved of some of his responsibilities, the directors have appointed Lt.-Col. A. W. C. Richardson, D.S.O., to be operating manager of the company from March 1st, 1931. Mr. Shave will continue as chief engineer. Lt.-Col. Richardson is at present a member of the Mechanical Warfare Board, and has done much work in connection with the mechanising of the Army. He was educated at Denstone College, and received a commission in the 4th Batt. West Yorkshire Regiment in 1907. He served in the European War from 1915 to 1918, and has been Officer in Command of the Mechanical Warfare Experimental Establishment since 1928.



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# Traffic Commissioners under the Road Traffic Act.

THE Minister of Transport has now completed the appointments of Traffic Commissioners under the Road Traffic Act, 1930, including the appointments of Commissioners drawn from the panels of persons nominated by the Councils of Counties, County Boroughs, Boroughs and Urban Districts entitled to nomination. The Commissioners for each Traffic Area are as follows:—

| Traffic Areas in England and Wales. | Commissioners. | Clerk to the Commissioners. | Address. | Telephone Number. | Telegraphic Address. |
|---|---|---|---|---|---|
| Northern | H. Riches, Esq., O.B.E. (Chairman).<br>Alderman A. Pattison (Boroughs and Districts).<br>Councillor J. Wallace (Counties). | P. Barker. | 41-45, Grey Street, Newcastle-on-Tyne. | Newcastle, Central 5365. (Early in 1931 number will be Newcastle 20353 on an automatic exchange.) | "Transco," Newcastle-upon-Tyne. |
| Yorkshire | J. Farndale, Esq., C.B.E. (Chairman).<br>Alderman J. Law, J.P. (Boroughs and Districts).<br>County Alderman J. S. Quarmby, J.P. (Counties). | J. R. Williams. | 5, Swinegate, Leeds. | Leeds 29734 | "Transco," Leeds. |
| North Western | W. Chamberlain, Esq., M.Inst.T. (Chairman).<br>R. T. Jones, Esq. (Counties).<br>Alderman M. H. Maxwell, C.B.E. Boroughs and Districts). | J. E. Woodford. | 9, Gore St., Piccadilly, Manchester. | Manchester, Central 8466. | "Transco," Manchester. |
| West Midland | Colonel A. S. Redman, C.B., M.Inst.T., R.E.(Retired) (Chairman).<br>C. C. Brinton, Esq. (Counties).<br>Alderman A. H. James, J.P. (Boroughs and Districts). | S. W. Nelson. | 142, Great Charles St., Birmingham. | Birmingham, Central 4238 | "Transcomid," Birmingham. |
| East Midland | J. H. Stirk, Esq., J. P., M.Inst.T. (Chairman).<br>Capt. F. E. Fitzherbert Wright, J.P. (Counties).<br>Councillor A. W. Lyne, J.P. (Boroughs and Districts). | E. J. Shopland. | Vernon House, Friar Lane, Nottingham. | Nottingham 43971. | "Transco," Nottingham. |
| Eastern | Sir E. Haviland Hiley, K.B.E. (Chairman)<br>Alderman S. G. Howard, C. B. E., D.L., J. P. (Counties).<br>Alderman F. C. Jex, J.P. (Boroughs and Districts). | C. S. Goad. | 75, Regent Street, Cambridge. | Cambridge 3211. | "Transco," Cambridge. |
| South Wales | A. T. James, Esq., K.C., J.P. (Chairman).<br>Alderman H. S. Holmes (Boroughs and Districts).<br>County Alderman H. Jenkins, J.P. (Counties). | R. C. Evans. | Graham Buildings, Newport Rd., Cardiff. | Cardiff 3073. | "Transco," Cardiff. |
| Western | A. F. Nicholson, Esq., O.B.E. (Chairman).<br>J. Baker, Esq. (Boroughs and Districts).<br>Comdr. R. J. B. Hippisley, R.N.V.R., O.B.E., M.I.E.E., J.P., D.L., (Counties). | E. F. Packer. | Beacon House, Queens Rd., Bristol. | Bristol 8500. | "Transco," Bristol. |
| Southern | Major General Sir R. Ford, K.C.M.G., C.B., D.S.O., (Chairman).<br>The Earl of Macclesfield (Counties).<br>Councillor F. J. Privett, J.P. (Boroughs and Districts). | C. T. Smith. | Somerset House, Belgrave Street, Reading. | Reading 1621. | "Transco," Reading. |
| South Eastern | Rowand Harker, Esq., K.C. (Chairman).<br>Alderman H. Milner Black, J.P. (Boroughs and Districts).<br>Lt.-Col. H. Bonham Carter, R.E. (Counties). | E. W. Phillips. | Sanctuary Buildings, 20, Gt. Smith St., S.W.1. | Victoria 8740. | "Transcosea," Parl, London. |
| Metropolitan | G. F. Robinson, Esq., M.C., LL.D. | T. L. C. Whitlock | Sanctuary Buildings, 20, Gt. Smith St., S.W.1. | Victoria 8740. | "Transcolon," Parl, London. |
| Traffic Areas in Scotland. | | | | | |
| Northern | Sir John Maxwell, C.M.G. (Chairman).<br>William Henderson, Esq. (Counties).<br>Councillor A. Fraser Macintosh Large Burghs). | C. M. Campbell. | 17, Broad St., Aberdeen. | Aberdeen 4918. | "Transco," Aberdeen. |
| Southern | Archibald Henderson, Esq. (Chairman)<br>Councillor P. J. Dollan (Large Burghs)<br>T. W. H. McDougal, Esq., C.B.E. (Counties). | A. Robertson. | 44, Palmerston Place, Edinburgh. | Edinburgh 22184. | "Transco," Edinburgh. |

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# The Sale of Passenger Transport*

**By H. H. Gordon.**

TRANSPORT is a service which has to be sold like any other commodity and in its salesmanship the same principles apply as in any other commercial undertaking. It is not without significance that those undertakings are the most successful which do most to advertise their wares and offer the most ready facilities for easily obtaining them.

The necessity of bringing their wares to the public has been recognised for some time by the railways, which in all larger centres have established town receiving offices away from stations. At first the mistake was made of trying to conduct all classes of railway business, goods as well as passenger, at these offices. This policy has proved none too successful. The requirements for the sale of passenger transport differ materially from those relating to the sale of goods transport. The staffing of the office if intended for passenger work will be characteristically different from that which would be required for other traffic. The railway companies have lately established booking offices catering primarily for passenger transport. Here again the difficulty exists that each company deals merely with its own services. It is true that, in a few instances, tickets for another group may be purchased at one of these offices but the amount of publicity given by the actual owning company to that group is not very conspicuous.

The newer forms of transport, civil aviation and modern road transport have endeavoured to popularise these means of travel by establishing booking facilities on practically an unlimited scale. Thus every hotel porter, or theatre booking agency could sell tickets for travel by air. Every tobacconist, newsagent, or sweetstuff vendor could and does book for road coaches. It must be admitted that with new forms of transport this facility for booking is of great service. It may be doubted however whether in the long run the policy is in the public interest. The transport knowledge possessed by people of the character referred to, estimable as they may be in their own line, is obviously limited. The sale of transport is too important to be made a side-issue.

All forms of transport have felt the need of popularising their wares by providing facilities for publicity and sale. It is claimed however that these local "transport stores" will best serve public needs if they inspire public confidence, if independent of all individual undertakings they yet serve all the means of transport. The enormous development of travel in recent years can with a considerable claim to justice be placed to the credit of the operation of such independent agencies.

Thus the excursion traffic in this country owes its origin to the founder of Messrs. Thomas Cook & Son, Ltd., while firms like John Frame, Ltd., Dean & Dawson, Ltd., Pickfords and others, have done much to develop it. Oversea travel is greatly indebted to firms like Raymond and Whitcomb, the American Express, and others. The Author's own firm (M. K. Kendall, Ltd.) nearly fifty years ago organised the first conducted round trip from London to Niagara Falls and back, and the somewhat quaint announcement of the trip forms an interesting document. While obviously the desire to travel and see new sights is inherent in human character, the popularisation of travel for pleasure is largely the work of outside agents who by means of their own, such as conducted and inclusive tours, etc., have developed it to a degree it could not have otherwise attained.

The friendliest relationship should exist between the independent transport salesman and the public on the one hand, and the transport undertakings on the other. Only by cultivating both can he hope to achieve success. In so far as the public is concerned, a high standard of education and a wide knowledge of the transport industry is essential. His ideal should be *service*, unbiased, ungrudging service.

Equally important is it that complete cordiality should prevail between him and the actual producers of transport. After all he is their accredited salesman and 95 per cent. of his success goes to enhance their own.

Collectively the railway companies could facilitate to a greater extent than they do the work of their traffic salesmen.

Next to the actual cost of transport there is nothing of greater importance in its influence on the quantity of travel, than the amenities with which it is accomplished.

We are living in an organised community, the interests of all the component parts act and react on each other so as to make them inseparable from one another. Where there is general industrial depression the true question before industrial organisations is not so much how to make a profit, but how to mimimise the general loss and to utilise the best methods for restoring trade and commerce to a better level. And in connection with such restoration, nothing can play a more potent part than transport on which the whole of modern industry is based. Dearer fares tend to accentuate the diminution in the quantity of transport required in times of industrial depression; cheaper fares tend to lessen this diminution. Dearer fares discourage the travelling habit and when the tide turns the public has again to be educated into its desirability. Cheaper fares have precisely the reverse effect.

At the present time there is far too much unrestricted competition between the railway groups which sacrifices not merely revenue but also public convenience. However much the companies may pride themselves on the large amount of co-ordination which has been achieved on each system since the passing of the Railway Act, internal co-ordination is not the same as external co-operation. There is little sign that the intense competition previously existing between the groups has sensibly diminished. True, the companies have come to certain agreed decisions. These relate however to the rules of the competition not on its diminution by co-operation.

The primary end of transport is to serve public convenience and if that is ignored, however great the achievement may be from the technical point of view, the transport undertaking is bound to suffer.

The necessity for further co-operation between railway groups which has been emphasised should not be limited merely to such groups, but should find its counter part in closer working between road and rail. Something in this direction is being done already as return coach tickets issued by certain companies are now valid for return by rail on payment of a small supplement. But this co-operation should go further than it does now. The railways have taken a large financial interest in road transport. There is, therefore, no reason why some of the advantages available to the ordinary rail passenger should not be extended to the traveller by road.

One of the great difficulties confronting the large centralised coaching companies is the fact that under existing circumstances it is possible for the owner of one or two "char-a-bancs" to run a service from a suburban centre to a popular resort. Such service can scarcely hope to be efficient and yet in the aggregate these small services may undermine the financial stability of the larger companies.

To overcome this difficulty the larger road car companies run additional "char-a-bancs" to convey passengers from these popular booking points to centralised departure stations. Is there not here a further opportunity for co-operation between the approved companies and the railways? Why not start the coaches in the outer suburban rings with advantage to all concerned? London traffic would enormously be relieved; passengers would be saved the miles and miles of dreary congested London streets; coach capacity could better be utilised; the speed of all transport would be improved; finally both railway and road companies would derive financial benefit.

All this presupposes a far closer relationship than perhaps now exists in transport undertakings and it may be urged that the cry of monopoly will be raised. There is no task however of greater importance facing transport undertakings than that of educating public opinion, and of making the community realise that if transport is not only to be efficient but also cheap it must be monopolised and that the present system is needlessly wasteful and extravagant.

It may be asked what has the enunciation of these views, even if correct, to do with transport salesmanship? The Author would reply that the bearing is very close indeed. The salesman can only sell the goods he is supplied with and everything which improves the quality of those goods facilitates his work. Moreover every office selling transport is an educational centre and could and should be utilised for the dissipation of the large amount of ignorance and prejudice which, unfortunately too frequently characterises public opinion on transport matters.

It seems a little remarkable that the Institute of Transport which offers its Associate Membership as the result of examination in transport engineering, transport accountancy, transport law, does not seem to recognise specifically transport salesmanship. And yet the "consumption" and sale of transport is the end which the provision of travel facilities, entailing, transport operation, engineering, accountancy and law is wholly designed to serve. It may be worth while therefore, suggesting for the consideration of the Council of this Institute whether this omission should not be rectified and whether corporate membership should not be open to those who can pass a sufficient test of competency in this vital branch of the industry.

* Extracts from an address given by Mr. H. H. Gordon, a former Vice-President of the Institute of Transport, at a meeting of the Institute held in London, on 9th February.

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# "Safety First" Dinner to Royal Commission on Transport.

A FUNCTION which will long be remembered for the unique features which formed part of it was a dinner given by the National "Safety First" Association, in Vintners' Hall, London, at the invitation of Viscount Brentford, the President; Mr. Gordon Stewart, the Vice-Patron and their colleagues on the Council of the National "Safety First" Association to the members of the Royal Commission on Transport. Among the guests was Mr. Herbert Morrison, Minister of Transport.

The guests on arrival received a blue "Summons" to enter and take part in the banquet, this on investigation proving to be the table giving seating of guests. Those present, to the number of 200, each found at his place a Policy assuring welcome to guests, this being set out in proper insurance policy form, but including in it the menu and the list of speakers and other useful information about the guests. Another interesting feature was a reproduction of a letter from the Duke of York, Patron of the Association, to Lord Brentford expressing regret at his inability to be present and emphasising the need for increased support for the work of the Association.

Another special feature, which attracted attention and afforded a good deal of entertainment was a full size traffic signal which was operated by the Secretary and which, starting with the green light signalling "go," then, as the speaker reached the limit of his time, turned to yellow for "caution," and finally altered to the red warning signal instructing the speaker to stop.

The Dinner was held in Vintners' Hall, which had been granted for the occasion by the courtesy of the Master and Wardens of the Worshipful Company. During the evening the Chairman expressed the thanks of the Association for this privilege in proposing the health of the Acting Master, Mr. Leicester M. Reed, J.P., who in replying gave some interesting particulars concerning the history of the Vintner's Company.

Lord Brentford proposed the principal toast—the health of the Chairman and Members of the Royal Commission on Transport, and Sir Arthur Griffith-Boscawen in replying gave a very interesting address on the work of the Royal Commission, in the course of which he paid a special tribute to Lt.-Col. J. A. A. Pickard, D.S.O., The Secretary of the Association.

### ROAD SAFETY.

This toast was proposed by Mr. Herbert Morrison, the Minister of Transport, who said, there was wide recognition of the splendid work done by the National Safety First Association. This had been recognised by successive Governments by the association of Ministers of the Crown with the Association. The National Safety First Association had rendered conspicuous voluntary service in the direction of encouraging better conduct and greater sense of responsibility among all users of the highway.

Referring to the Road Traffic Act, Mr. Morrison said, in the work which led up to the Road Traffic Act, the Royal Commission on Transport, presided over with such ability by Sir Arthur Griffith-Boscawen, had rendered enormous service. The first two Reports of the Royal Commission were of such an effective character that they had the satisfaction of knowing that even before the Third and Final Report was published, Parliament by legislation, and the Ministry of Transport by administration, had carried out with one or two minor exceptions mainly relating to procedure practically the whole of the Commission's recommendations.

"The Final Report of the Royal Commission had now been presented and the Commissioners could be sure that it would receive the careful consideration of His Majesty's Government.

### MOTOR COACHES IN CENTRAL LONDON.

On the question of Metropolitan motor coach traffic, particularly in the Central London Area. Mr. Morrison said, that on the recommendation of the London and Home Counties Traffic Advisory Committee, he had indicated his intention to make regulations barring motor coach traffic from the congested area of Central London. He would not come to final conclusions until he had considered with every care the representations made to him, but agitation was proceeding against the proposals and he would like to call attention to some facts indicating the magnitude of the problem and the *prima facie* case for considering the proposed restriction on grounds of public interest.

There were some people who maintained in the name of individual liberty and free competition that they should recognise the right and freedom of everybody to run as many vehicles on the streets as they like, and that they should deal with the resulting difficulties by making streets wider and wider from generation to generation, so that the streets would fit the unrestricted traffic, instead of traffic restrictions having some regard to the actual or financially practicable widths of streets.

He had assumed until he had read certain of the articles in connection with the agitation by the motor coach interests that this policy was finally discredited and that the London Traffic Act, 1924, had sealed its doom. Certainly, unless Parliament forced him, he would be unwilling to go back to the unrestricted use of the streets of London. That being the position, any Minister of Transport, whilst encouraging a progressive policy of highway improvements by the local authorities, must in the public interest deliberately pursue a policy of securing the most effective use of all forms of metropolitan transport, excluding none.

The motor coach might be a rapid vehicle, but the fact remains that it occupied a lot of valuable road space. He had said before that a motor coach in the City of London could occupy, when standing still, a road space which involved £36,000 of public expenditure.

The statistics as to the increase in motor coaches are serious. Between December 31st, 1924, that is to say, the half-year ending after the passing of the London Traffic Act, there were 249 motor coaches possessing metropolitan police licences. By November 30th, 1929, which was two days after the Road Traffic Bill had been introduced into the House of Lords, the figure had advanced to 768. Within eight months, i.e., by July 31st, 1930, the figure had nearly doubled, being 1,434. Despite the warnings which he had issued on more than one occasion the interests concerned appeared to take little notice but went rapidly forward, relying possibly on their confidence that they could stampede him with accomplished facts. Notwithstanding his warnings, during the last five months of 1930 there was an increase from the 1,434 of July 31st, 1930, to 1,762 on December 31st, 1930.

These figures relate to the vehicles licenced by the Metropolitan Police. Some idea of the numbers of vehicles actually operated in the Metropolitan Police Area might be obtained from the fact that on Wednesday, 10th September, last, 2,562 coaches were observed to pass twenty census points in outer London on their way to London. This constant increase presents a prospect which obviously calls for action.

In any case, the services would be regulated and controlled under the Road Traffic Act, 1930, but even so he had in the meantime to consider very carefully whether the congested area of Central London is appropriate for the use of large numbers of these huge coaches. Except upon the basis that everybody was entitled to go from everywhere to everywhere door to door, were they saying too much when they said to a motor coach that it could come quite near to the central area—he was not sure that the proposed line was not too near—and then that the journey must be finished by the existing tube, tram or omnibus services. Clearly that could not hurt the week-end pleasure traffic; the people who use the motor coach for that purpose do not live in Central London. If the ratepayers of London and the London County Council were willing to spend the millions—and possibly the hundreds of millions—that would be required under existing legislation to re-model London streets out of recognition, they might be faced with a different set of circumstances, but he could not assume that that was going to happen. In the meantime he had got to do the best he could with a difficult situation which would get out of hand if they lacked courage in dealing with it.

This toast was responded to by Mr. J. A. Wilson, Chief Constable of Cardiff, who is President of the Chief Constables' Association.

The toast of the President, Lord Brentford, was proposed by Mr. Gordon Stewart.

It may be mentioned that Mr. Gordon Stewart, who is Governing Director of Stewart & Ardern, Ltd., well known as the London agents for Morris motor cars and commercial vehicles, is the Chairman of a special Appeals Committee which is asking for increased financial support for the splendid work being carried on by the Association, and any contributions should be sent to him at the offices of the Association: 119, Victoria Street, London, S.W.1.

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# The Motor Vehicles (Construction and Use) Regulations.

THE Minister of Transport under and by virtue of the powers conferred on him by the Road Traffic Act, 1930, hereby makes the following Regulations.

**Commencement of Regulations.** These Regulations may be cited as "The Motor Vehicles (Construction and Use) Regulations, 1931," and shall come into force on the fifteenth day of January, 1931.

**Definitions.** (1) In these Regulations unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:—

**Overall length.** "*Overall length*" means the overall length of a vehicle exclusive of the starting handle (if any) and of the hood (if any) when down.

**Overall width.** "*Overall width*" means the width measured between parallel planes passing through the extreme projecting points of the vehicle exclusive of any driving mirror.

**Overhang.** "*Overhang*" means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis the one passing through that point of the vehicle (exclusive of any hood when down) which projects furthest to the rear and the other passing:—

(*a*) in the case of a motor vehicle having two axles, one of which is not a steering axle, through the centre point of that axle, and

(*b*) in the case of a motor vehicle having three axles,

(i) where the front axle is the only steering axle, through a point 4 inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and

(ii) where the rear axle is the only steering axle, through the centre point of the middle axle, and

(iii) where all the axles but one are steering axles, through the centre point of the rearmost axle which is not a steering axle, and

(*c*) in the case of a motor vehicle (whether having two axles or three axles) where all the axles are steering axles and in the case of a motor vehicle having four or more axles, through a point situated on the logitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle.

**Pneumatic tyre.** "*Pneumatic tyre*" means a tyre which complies in all respects with the following requirements:—

(*a*) it shall be provided with a continuous closed chamber containing air at a pressure substantially exceeding atmospheric pressure when a tyre is in the condition in which it is normally used, but is not subjected to any load;

(*b*) it shall be capable of being inflated and deflated without removal from the wheel or vehicle;

(*c*) it shall be such, that when it is deflated and is subjected to a normal load, the sides of the tyre collapse.

**Tyre of soft or elastic material.** "*Tyre of soft or elastic material*" means a tyre the soft or elastic material of which is either:—

(*a*) continuous round the circumference of the wheel or,

(*b*) in segments so fitted that so far as reasonably practicable no space is left between the ends thereof,

and of such thickness as to minimise, so far as reasonably possible, vibration when the vehicle is in motion, and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

**Safety glass.** "*Safety glass*" means glass so constructed or treated that if fractured it does not fly into fragments capable of causing severe cuts.

**Locomotives.** "*Locomotives*" means heavy locomotives and light locomotives.

**Land locomotive.** "*Land locomotive*" means a locomotive designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging and similar operations, which is driven on a road only when proceeding to and from the site of such work, and which when so driven hauls nothing other than land implements.

**Land tractor.** "*Land tractor*" means a motor tractor designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging and similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements and agricultural trailers.

**Land implement.** "*Land implement*" means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, forestry, land levelling, dredging or similar operations and includes a living van and the necessary gear and equipment of the land locomotive or land tractor which draws it.

**Agricultural trailer.** "*Agricultural trailer*" means a trailer the property of a person engaged in agriculture which is used on a road only for the conveyance of the produce of or of articles required for the purposes of agriculture.

**Articulated vehicle.** "*Articulated vehicle*" means a heavy motor car or a motor car with a trailer drawn thereby which is so constructed and by partial superimposition attached to the motor vehicle that a substantial part of the weight of the trailer is borne by the motor vehicle.

**Road.** "*Road*" means any highway and any other road to which the public has access and includes bridges over which a road passes.

**Brake drums.** (2) For the purpose of these Regulations a brake drum shall be deemed to form part of the wheel and not of the braking system.

**Calculation of number of wheels.** (3) For the purpose of these Regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the wheel tracks at ground level is less than 18 inches.

**The following is a precis of the Regulations.**

## Heavy Locomotives.

**Weight.** Over 11½ tons and not exceeding 15½ tons, but if carrying a jib crane, dynamo or winding drum extra, or one or more of such fittings, an additional 1½ tons allowed. If all wheels are shod with soft or elastic material an additional 2 tons are allowed. Maximum weight permissible 19 tons. (Section 21.)

**Weight distribution.** Not more than 3/4ths of total weight on any two wheels. (Section 22.)

**Width.** Not to exceed 9 feet. (Section 20.)

**Tyres.** After 1st January, 1933, must be of soft or elastic material.

Land locomotives, i.e., locomotives designed primarily for use on the land, are exempt but they must have (a) smooth tyred steering wheels not less than 5 in. wide, and (b) driving wheels not less

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than 12 inches wide, smooth tyres or with diagonal cross bars not less than 3 in. wide not more than ¾ in. thick spaced not more than 3 in. (Section 23.)

**Brakes.** Brakes are required acting on wheels other than steering wheels. Locomotives exempted registered under Roads Act, 1920, until 1st January, 1933, provided engine is capable of being reversed. (Section 24.)

**Markings.** The unladen weight to be conspicuously marked on the right or offside of the vehicle. (Section 25.)

## Light Locomotives.

The regulations with regard to light locomotives are the same as for heavy locomotives; but the definition of a light locomotive is one which does not exceed 11½ tons in weight but does exceed 7¼ tons in weight.

## Motor Vehicles and Trailers.

**Overall length.** A four wheeled vehicle, not more than 27 ft. 6 in.
A vehicle with more than four wheels, not more than 30 ft.
An articulated vehicle, not more than 33 ft.
An eight wheeled vehicle registered under the Roads Act, 1920, 36 ft.
(Section 5.)

**Weight distribution.** If any wheel of an articulated vehicle with more than 4 wheels is lifted 6 in. above the level road surface, the increase in weight on any other wheel shall not be increased by more than 10 per cent. (Section 6.)

**Springs.** Every motor vehicle, with the exception of a motor cycle, and every trailer must now be fitted with springs between the wheel and the frame.
The regulation does not apply to (a) vehicles registered under the Roads Act, 1920, on or before 1st January, 1932; (b) to trailers constructed before 1st June, 1931, until 1st January, 1935; (c) to pneumatic tyred tractors up to 4 tons in weight; (d) to land locomotives, tractors and trailers; (e) to tractors weighing not more than 4 tons used for railway shunting. (Section 7.)

**Brakes.** Excepting motor cycles and motor cycles with side cars, and invalid carriages all motor vehicles must be fitted with brakes, to hold two wheels in the case of four wheeled vehicles or one wheel in the case of three wheeled vehicles.
This regulation does not apply to land locomotives registered under the Roads Act, 1920, on or before 1st January, 1932, or until 1st January, 1937, in the case of land tractors. (Section 8.)

**Wheels.** Whilst generally wheels must be circular, it is lawful to use on a road a track-laying land locomotive or tractor, the track of which shall have a minimum width of ½ in. and the total area of each track in contact with the road shall not be less than 36 sq. ins. for each ton of the unladen weight of the locomotive or tractor. A track laying tractor shall not draw a trailer. (Section 9.)

**Diameter of wheels.** Wheels not fitted with pneumatic tyres must have a rim diameter of not less than 670 mm. But this regulation shall not apply to any motor vehicle registered under the Roads Act, 1920, on or before the 1st January, 1933, and to any trailer constructed before 1st January, 1933. Nor shall it apply to any vehicle or trailer not exceeding 30 cwt. unladen used in works or private premises, used on a road only when passing from one part of the works to another or to works in the immediate neighbourhood. Nor to vehicles used by or on behalf of local authorities for street cleaning, etc. Nor to a mobile crane, nor to a land implement. (Section 10.)

**Reverse gear.** Every motor vehicle of more than 8 cwt. unladen must be fitted with a reverse gear. (Section 11.)

**View.** The driver of every motor vehicle must have a full view of the road and traffic ahead. (Section 12.)

**Reflecting mirrors.** After 1st January, 1932, all motor vehicles must be fitted with traffic mirrors, excepting motor cycles and vehicles drawing trailers provided a person is carried on the trailer provided with means of communicating to the driver. (Section 13.)

**Safety glass.** All windscreens and windows of all motor vehicles, except upper-decks of double-decked vehicles, shall be safety glass; but this regulation shall not apply till 1st January, 1937, to motor vehicles registered under the Roads Act, 1920, on or before 1st January, 1932.

**Warning instrument.** Every motor vehicle excepting heavy locomotives must carry a warning instrument, but the regulation does not apply to light locomotives until 1st June, 1931. (Section 15.)

**Silencers.** All motor vehicles must be fitted with silencers. (Section 16.)

**Smoke, sparks and cinders.** All motor vehicles must be so constructed that they emit no avoidable smoke or visible vapour, nor sparks or grit and vehicles using solid fuel shall be provided with trays to prevent ashes and cinders falling on the road. (Sections 17 and 18.)

**Closets, etc.** Closets and urinals shall empty into a tank carried in the vehicle which shall be properly ventilated and containing suitable deodorising and germ destroying chemicals. Lavatory basins must not empty into the closet or urinal tank. (Section 19.)

## Motor Tractors.

**Overall width.** Not more than 7 ft. 6 in. (Section 26.)

**Overhang.** Not more than 6 ft. (Section 27.)

**Brakes.** Motor tractors must be equipped with two independent brakes acting on all the wheels other than the steering wheels.
In the case of a steam tractor, the engine shall be deemed to be one braking system.
In the case of a road roller or land tractor not propelled by steam, only one braking system is required.
In the case of a motor tractor, other than a land tractor, registered for the first time under the Roads Act, 1920, on or after the 15th January, 1931, the brakes of at least one of the braking systems shall act directly on all the wheels other than the steering wheels and not through the transmission.
In the case of a motor tractor with more than four wheels, one of the braking systems may act on only two of the driving wheels on opposite sides of the vehicle and the other braking system on all the other driving wheels.
Braking systems constructed so that the failure of one system adversely effects the other system, shall not be deemed as independent. (Section 28.)

**Tyres.** All motor tractors shall be shod with tyres of soft or elastic material but this regulation shall not apply until 1st January, 1933, to motor tractors registered under the Roads Act, 1920, on or before 1st January, 1932.
The regulation does not apply to land tractors provided the tyre of each steering wheel is smooth, not less than 2½ inches in width and the tyre of each driving wheel not less than 6 inches in width or shod with diagonal cross bars not less than 3 inches in width, not more than ¾ in. thick and not more than 3 inches apart. (Section 29.)

**Markings.** As from 1st April, 1931, the weight unladen and the maximum speed shall be marked on the right or offside of the vehicle conspicuously. (Section 30.)

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## Heavy Motor Cars.

**Overall width.** Not to exceed 7 ft. 6 in.
Provided that a vehicle registered under the Roads Act, 1920, on or before the 1st January, 1932, this width may be exceeded by 6 in. for the purpose of conversion from solid to pneumatic tyres. (Section 31.)

**Overhang.** Not more than 7/24ths of the overall length. (Section 32.)

**Unladen weight.** With four wheels, not more than 7¼ tons.
With six wheels, not more than 10 tons.
More than 6 wheels, not more than 11 tons.
In the case of vehicles as above but fitted with crane, dynamo, welding plant or other special appliances or apparatus being permanent fixtures and which raise the unladen weights to above the regulation weights set out above, nevertheless they shall be deemed not to exceed such specified weights provided that the weight on any one wheel of a four wheel vehicle does not exceed 4 tons, or on any two wheels transversely 8 tons, and in the case of a vehicle with more than four wheels, 7½ tons, and the sum of the weights transmitted to the road by all the wheels of a four wheel vehicle shall not exceed 12 tons and in the case of a vehicle with six wheels, 19 tons, and in the case of a vehicle with more than six wheels, 2½ tons. Furthermore, the total weight of a laden heavy motor car shall be so distributed that the weight transmitted to any strip of road surface between two parallel lines 2 ft. apart drawn at right angles to the longitudinal axis of the vehicle, shall not exceed 10 tons. (Sections 33, 59 and 61.)

**Brakes.** There must be two independent and efficient braking systems acting on all wheels excepting the steering wheels.
In the case of a heavy motor car propelled by steam and not used as a public service passenger vehicle, the engine is regarded as one braking system. In the case of a heavy motor car registered under the Road Act, 1920, on or after the 1st January, 1927, is incapable of being disconnected from all the road wheels other than the steering wheels except by the sustained effort of the driver.
In the case of a heavy motor car registered for the first time under the Roads Act, 1920, on or after the 15th January, 1931, the brakes of at least one of the systems shall act on all the wheels other than the steering wheels and not through the transmission gear.
In the case of a heavy motor car with more than four wheels and the drive is transmitted to all wheels other than the steering wheels, it is sufficient if one braking system acts on two driving wheels on opposite sides of the vehicle and the other braking system on all the other driving wheels (Section 34.)

**Tyres.** Every heavy motor car shall be equipped with pneumatic tyres except in cases where the heavy motor cars have been registered under the Roads Act, 1920, on or before 1st January, 1933, if the vehicle is equipped with tyres of a soft or elastic material.
Provided the regulation shall not apply to vehicles exceeding 4 tons unladen weight mainly used on rough ground or unmade roads, or vehicles used by or on behalf of local authorities for street cleaning, refuse collecting or as fire escapes or tower wagons. (Section 35.)

**Guard rails.** As from 1st January, 1933, if the wheels on either side of a heavy motor car have a clear space between them of more than 2 ft. between them, a guard rail or running board shall be provided to protect such space to within 1 ft. 3 in. of the ground. (Section 36.)

**Wings.** A heavy motor car must be provided with mud guards or wings unless the body of the vehicle serves the same purpose. (Section 37.)

**Markings on heavy motor cars.** As from 1st April, 1931, the unladen weight and maximum speed at which it may be driven when not drawing a trailer, must be marked conspicuously on the right or offside of the vehicle. (Section 38.)

## Motor Cars.

**Definitions.** A motor car is a vehicle weighing unladen, not more than 2½ tons if constructed for the carriage of goods but in the case of vehicles constructed for the carriage of passengers, not more than seven exclusive of the driver—the maximum legal weight is 3 tons. (Road Traffic Act, 1930. Part I.)

**Overall width.** Not to exceed 7 ft. 2 in. (Section 39.)

**Overhang.** Not more than 7/24ths of overall length. (Section 40.)

**Brakes.** There must be two independent and efficient braking systems or one with two independent means of operation. (Section 41.)

**Tyres.** Every motor car exceeding one-ton in weight must be equipped with pneumatic tyres; but this regulation shall not apply until 1st January, 1940, to any motor cars registered under the Roads Act, 1920, on or before 1st January, 1933, if this vehicle is equipped with tyres of soft or elastic material.
Provided also that this regulation shall not apply to motor cars not exceeding 30 cwt. in weight unladen if used in works or on private premises, only travelling on roads between one part of the works to another or to another works or premises in the immediate neighbourhood and also to motor cars used on behalf of local authorities for street cleansing purposes, etc. (Section 42.)

**Guard Rails.** The regulation as to guard rails, which comes into force 1st January, 1933, apply to motor cars designed to carry 7 passengers exclusive of the driver is the same as that set out in Section 36 above. (Section 43.)

**Wings.** Similar to Section 37 above. (Section 44.)

## Invalid Carriages.

**Overall Width.** Not to exceed 7 ft. 2 in. (Section 48.)

**Brakes.** One efficient braking system acting on two wheels. (Section 49.)

**Wings.** Must have mud guards or wings. (Section 50.)

## Trailers.

**Overall Length.** Not to exceed 22 ft. exclusive of drawbar:
Provided that the regulations shall not apply to trailers constructed for indivisible loads of exceptional length, to a land implement or to an articulated vehicle. (Section 51.)

**Overall Width.** Not to exceed 7 ft. 6 in. provided the overall width of a trailer which was in use before 15th January, 1931, by a travelling showman in connection with his business may equal but not exceed 8 ft. 9 in. (Section 52.)

**Brakes.** A trailer having four wheels must have a braking system which acts at least upon two of them and upon four wheels if the trailer has more than four wheels.
This regulation shall not apply to any vehicle drawn by a locomotive until 1st January, 1932, or to trailers designed for use by or on behalf of local authorities. (Section 53.)

**Tyres.** As from 1st January, 1933, all wheels of a trailer shall be equipped with pneumatic tyres or tyres of soft or elastic material with the following exceptions:—(a) land implement or agricultural trailer. (b) a trailer constructed before 15th January, 1931, specially designed for the transport of live stock or for some other purpose connected with agriculture. (c) to a trailer constructed before 15th January, 1931, used for the transport of furniture or other household effects. (Section 54.)



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All trailers constructed after 1st January, 1933, and as from 1st January, 1940, drawn either by a motor car or heavy motor car shall be equipped with pneumatic tyres excepting trailers designed for use in works, etc., and by or on behalf of local authorities. (Section 55.)

## Regulations Governing the Use of Motor Vehicles and Trailers.

**Laden Weight of Locomotive.** Maximum total weight not to exceed unladen weight by more than 3 tons. (Section 56.)

**Laden Weight of Trailers Drawn by Locomotive.** The maximum total weight of all trailers drawn by a locomotive shall not exceed 40 tons. (Section 57.)

**Laden Weight of Motor Tractor or Heavy Motor Car and Trailer.** Maximum total weight not to exceed 22 tons. (Section 58.)

**Laden Weight of Heavy Motor.** (See Sections 33, 59 and 61 above.)

**Laden Weight of Trailer.** The total weight carried by any two wheels of a trailer in line transversely shall not exceed 6½ tons:

Provided in the case of a two wheel trailer forming part of an articulated vehicle the weight may be equal to but shall not exceed 8 tons, if all wheels are equipped with pneumatic tyres and if the total weight transmitted to the road surface by all the wheels of the articulated vehicle does not exceed 19 tons. (Section 60.)

**Maintenance of Vehicle and Distribution of Load.** The condition of every motor vehicle and trailer, weight distribution and packing of the load must at all times be such that no danger is caused or likly to be caused to any person on the vehicle, or trailer or on the road. (Section 62.)

**Maintenance of Brakes.** These must at all times be in good and efficient order. (Section 63.)

**Maintenance of Tyres.** Must at all times be in such condition as to be free from defect which might cause damage to the road or danger to persons in the vehicle or on the vehicle. (Section 64.)

**Maintenance of Guard Rails.** Must be efficiently maintained. (Section 65.)

**Maintenance of Glass.** Maintained so that it does not obscure the vision of the driver. (Section 66.)

**Maintenance of Vehicle so as not to Emit Smoke.** The means provided for the prevention of the emission of smoke, vapour, grit, spark, ashes, cinders, etc., shall be efficiently maintained. (Section 67.)

**Contents of Lavatories not to be Discharged on Roads.** All fittings efficiently maintained so that they shall not be discharged or permit leakage on to a road. (Section 68.)

**Excessive Noise.** No person shall use a motor vehicle or trailer on the road which causes excessive noise either directly or indirectly caused by any defect in design or construction, lack of repair, faulty adjustment, faulty packing or adjustment of the load, etc.

Provided it shall be a good defense to prove that the noise was due to some temporary or accidental cause or in the case of proceedings taken against the driver or person in charge who is not its owner, to prove that the noise arose owing to a defect in design or construction or through the negligence or fault of some other person whose duty it was to keep the motor vehicle or trailer in proper condition or properly to pack or adjust the load of such a motor vehicle or trailer. (Sections 69 and 70.)

**Stopping of Engine when Stationary.** When the vehicle is stationary, except in the case of traffic stoppages, the engine must be stopped:

Provided this regulation shall not apply when it is necessary to run the engine for the purpose of examining the working of the machinery. (Section 71.)

**Use of Horn.** To be used when necessary. (Section 72 and 73.)

**Duties of Driver.** Not to drive vehicle backwards for a greater distance than necessary and not to allow a motor vehicle or trailer to stand on the road so as to cause unnecessary obstruction. Not to be in such a position on a motor vehicle that he cannot have control over it and retain a full view of the road and traffic ahead. Not to leave the motor vehicle without having stopped the engine and having set the brake. The driver for a steam vehicle, unless two persons are carried, shall stop the vehicle when it is necessary to attend to the furnace. (Sections 74 and 75.)

**Application of Brakes of Trailers.** Unless the driver is in a position readily to operate the brakes of the trailer as well as brakes of the motor vehicle, another person must be carried to apply the trailer brakes.

Where a trailer is drawn by a locomotive one of the persons employed in driving shall be in a position to operate the brakes of the trailer unless another person is attending the trailer and in a position to apply the brakes:

Provided that in a trailer not exceeding one-ton in weight it shall be sufficient if the brakes of the trailer automatically come into operation on the over run of the trailer. (Section 76.)

**Attendants on Trailers.** By Section 17 of the Road Traffic Act, 1930, when a heavy locomotive or a light locomotive is drawing a trailer or trailers, one person, in addition to the driver of the vehicle shall be carried either on the vehicle or on the trailer for the purpose of attending to the trailer or trailers. A vehicle used solely for carrying water for the purposes of the touring vehicle or any agricultural vehicle not constructed to carry a load, is not defined as a trailer.

This regulation does not apply in the following cases:—(a) Articulated vehicles. (b) When a trailer with not more than two wheels is drawn by a motor car or motor cycle. (c) Where a motor tractor is drawing a closed trailer specially constructed and used for the conveyance of meat between docks and railway stations, etc., and any machine or implement used for the purpose of maintenance, repair or cleansing of roads. (Section 77.)

**Length of Tow Rope.** The nearest points between the two vehicles not to exceed 15 ft. and the tow rope or chain to be easily distinguishable by other road users. (Section 78.)

**Restriction on the use of Vehicles to draw Trailers and all Trailers drawn.** A vehicle exceeding 26 ft. in length shall not draw a trailer.

A sidecar fitted to a motor cycle shall be so attached that the centre of the wheel thereof is not in front or in rear of lines at right angles to the longitudinal axis of the motor cycle drawn through the centres of the front and rear wheels thereof.

As from 1st January, 1940, a motor cycle with not more than two wheels and without a side-car shall not draw a trailer. As from 1st January, 1935, no motor cycle shall draw a trailer exceeding 5 ft. in overall width.

No invalid carriage shall draw a trailer.

No trailer shall be used for the conveyance of passengers for hire or reward. (Sections 79, 80, 81, 82, 83 and 84.)

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# The Motor Vehicles (Authorisation of Special Types) Order.

WHEREAS by Section 3 of the Road Traffic Act 1930, (a) the Minister of Transport (hereinafter referred to as "the Minister") may by order authorise subject to such restrictions and conditions as may be specified in the Order the use on roads of special motor vehicles or trailers, or special types of motor vehicles or trailers which are constructed either for special purposes or for tests or trials:

Now therefore the Minister in exercise of the powers so conferred upon him and of all other powers thereto him enabling hereby orders as follows:

1. This order may be cited as "The Motor Vehicles (Authorisation of Special types) Order (No. 1) 1931," and shall come into operation on the 15th January, 1931.

2. In this Order the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"*Abnormal indivisible load.*" means a load which:—

(*a*) cannot without undue expense or risk of damage be divided into two or more loads for the purpose of coveyance on a road, and

(*b*) cannot, owing to its dimensions or weight, be carried by a motor vehicle or trailer complying in all respects with the requirements of the Motor Vehicles (Construction and Use) Regulations, 1931, hereinafter referred to as "the 1931 Regulations."

"*Engineering plant*" means moveable plant or equipment which does not comply in all respects with the 1931 Regulations, and which is either:—

(*a*) a motor vehicle or trailer specially designed and constructed for use in connection with engineering operations and which is only used on a road in proceeding to and from the site of such operations or when actually engaged in such operations and carry no load other than is own necessary gear or equipment, or

(*b*) a trailer (other than a trailer used for the carriage of road material or similar burden), used for the purposes of the construction, maintenance and repair of roads, or a living van drawn by a road roller.

3. The Minister authorises the use on roads of motor vehicles and trailers specially designed and constructed, and used only, save as provided in paragraph 5 hereof, for the conveyance of abnormal indivisible loads notwithstanding that such vehicles do not comply in all respects with the 1931 Regulations, subject to the conditions and restrictions contained in paragraphs 5, 6, 8, 9 and 10 hereof and also to the conditions and restrictions following, that is to say:—

(*a*) in the case of a motor vehicle all regulations other than regulations 7, 31, 33, 35, 36, 58, 59 and 61 of the 1931 Regulations, shall apply;

(*b*) in the case of a trailer all regulations other than 5, 6, 7, 10, 52, 54, 55, 57, 58, 60 and 61 of the 1931 Regulations, shall apply;

(*c*) the overall width of any such motor vehicle shall not exceed 9 ft. and the overall width of any such trailer shall not exceed 9 ft. except where a greater width is necessary for the safe conveyance of the particular loads carried by that trailer;

(*d*) (i) every such motor vehicle shall be equipped with pneumatic tyres or tyres of soft or elastic material;

(ii) all wheels of any such trailer not equipped with pneumatic tyres or tyres of soft or elastic material shall have a smooth tread of not less than 10 ins. in width in contact with the road surface and shall have the edges of such tread rounded to a radius of not less than ½ inch and not more than 1 inch:

Provided that all wheels of any such trailer constructed after 15th January, 1931, and as from 1st January, 1940, all wheels of every such trailer shall be fitted with pneumatic tyres or tyres of soft or elastic material;

(*e*) the total weight transmitted to the road surface by any wheels of any such motor vehicle or trailer in line transversely shall be such that the average weight per inch width of tyre in contact with the road surface shall not exceed 15 cwt.;

(*f*) every such trailer constructed after 15th January, 1931, which has more than four wheels in contact with the road surface shall be so constructed that under any condition of loading when it is at rest upon a level surface all wheels shall be in contact with the road surface, and if any wheel is lifted and supported at a distance of 3 ins. above such surface the weight transmitted to the road surface by any wheel shall not be increased by more than 10 per cent.;

(*g*) every such vehicle shall be equipped with an efficient braking system the brakes of which act upon not less than half the total number of wheels of the vehicle.

4. The Minister authorises the use on roads of engineering plant notwithstanding that such vehicles do not comply in all respects with the 1931 Regulations, subject to the conditions and restrictions contained in paragraphs 6, 7, 8, 9 and 10 hereof and also to the conditions and restrictions following, that is to say:—

(*a*) in the case of a motor vehicle regulations 6, 11, 12, 15, 16, 17, 18, 62, 63, 64, 67, 69, 70, 71, 72, 73, 74, 75 and 77 of the 1931 Regulations, shall apply;

(*b*) in the case of a trailer regulations 6, 62, 63, 64, 69 and 74 of the 1931 Regulations, shall apply;

(*c*) all wheels of any such vehicle (if it is equipped with wheels) which are not fitted with pneumatic tyres or tyres of soft or elastic material shall be smooth and have the edges rounded to a radius of not less than ½ inch and not more than 1 inch;

(*d*) if any such vehicle is not equipped with wheels it shall be a track laying vehicle so constructed that:—

(i) the parts of the track which come into contact with the road surface are flat and have a minimum width of ½ inch, and

(ii) except in the case of a tracklaying road roller the total area of each track actually in contact with the road surface at any one time is not less than 36 square inches in respect of each ton of the total weight of the vehicle;

(*e*) in the case of a motor vehicle which is not propelled by a reversible steam engine, an efficient brake shall be fitted.

(*f*) in the case of a trailer which is not drawn by a locomotive, suitable scotches or other similar devices shall be provided so designed and constructed as to hold the vehicle stationary when necessary, unless an efficient brake is fitted.

5. No motor vehicle or motor vehicle and trailer or trailers shall carry more than one abnormal indivisible load at any one time:

Provided that if the weight transmitted to the road surface by the motor vehicle or the motor vehicle and trailer or trailers does not exceed the weights prescribed in the 1931 Regulations it shall be permissible to carry more than one abnormal indivisible load of the same character or other articles of a similar character in addition to the abnormal indivisible load or loads.

6. No motor vehicle or trailer carrying an abnormal indivisible load and no engineering plant shall be allowed to travel on any road at a speed exceeding that laid down in the First Schedule to the Road Traffic Act, 1930, for heavy locomotives.

7. No engineering plant shall draw a trailer.

8. Where any vehicle the use of which upon roads is authorised by this Order or the load carried thereby exceeds 8 ft. in overall width at least 4 persons inclusive of the driver or drivers shall be in attendance to attend the vehicle and load:

Provided that where any such vehicle is stationary on a road or is actually engaged in engineering operations and moves on a road only to the extent necessary for the efficient performance of such operations it shall be sufficient compliance with this paragraph if one person in addition to the driver or drivers is in attendance.

9. Where any vehicle the use of which upon roads is authorised by this Order or the load carried thereby exceeds 8 ft. in overall width the owner shall give four clear days' notice to the chief officer of police of every district through which it is proposed that the vehicle shall pass. Such notice shall specify the type of vehicle or vehicles to be used, the

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nature, dimensions and weight of the load to be carried, the route proposed to be followed and the date and time of the journey unless in special cases or circumstances the chief officer of police dispenses with any requirements as to the length of the notice or the particulars to be given. The owner shall carry out the journey in accordance with the particulars given by him in the notice subject to any variations which he may be directed to make by the chief officer of police.

10. The owner of every vehicle the use of which upon roads is authorised by this Order and the weight of which unladen exceeds 2 tons shall before using any such vehicle upon a road give four clears days' notice to every Highway Authority and to every Bridge Authority responsible for the maintenance and repair of any road or bridge over which it is proposed that the vehicle shall pass.

Such notice shall specify the type of vehicle or vehicles to be used, the nature dimensions and weight of the load to be carried, the route proposed to be followed and the date and time of the journey; unless in special cases or circumstances the Highway Authority or Bridge Authority dispense with any requirements as to the length of the notice or the particulars to be given. Every such notice shall contain an indemnity to the Highway Authority or Bridge Authority in respect of any damage caused to any such road or bridge by reason of the construction of the vehicle or the weight transmitted to the road surface not being in accordance with the requirements of the 1931 Regulations:

Provided that no such indemnity shall be enforced after a period of twelve months from the date when the vehicle was last so used under the notice aforesaid.

# Road Traffic Act, 1930, Part IV.

## Public Service Vehicles. Transitory Provisions.

THE Minister of Transport desires to inform all concerned that it is his intention to bring the requirements of the Road Traffic Act, 1930, as to public service vehicle licences, road service licences and drivers' and conductors' licences into operation on the 1st April, 1931, and to repeal as from that date the provisions of the Town Police Clauses Acts and other Acts dealing with hackney and stage carriages so far as they relate to public service vehicles. It should be noted, however, that vehicles adapted to carry less than eight passengers and hired as a whole (that is, vehicles of the taxi-cab type) are not public service vehicles and will remain under the control of the local licensing authority.

Until the 1st April the provisions of the Town Police Clauses Acts and other Acts dealing with hackney and stage carriages will remain in force, and local licensing authorities should therefore continue to deal with applications for licences to ply for hire with, and to drive or act as conductor of, omnibuses and motor coaches as heretofore. It is not necessary that licences so granted should be expressed to terminate at the 31st March, 1931, but they may be issued for such periods as the authority has been accustomed to issue them in the past.

In order to effect the change-over from the present system to that provided for under the Road Traffic Act, the Minister on 9th February, made the Public Service Vehicles (Transitory Provisions) Order, 1931, under the powers conferred on him by Section 96 of the Act. Copies of the Order will be obtainable from His Majesty's Stationery Office.

Under the provisions of the Order, existing licence holders will, subject to certain conditions, be able to carry on after the 1st April, until such time as the Traffic Commissioners are able to deal with their applications for licences under the new Act. The following action should be taken without delay by persons requiring to obtain licences from the Commissioners.

### DRIVERS AND CONDUCTORS.

*Provinces* Any person who is now acting as driver or conductor of a public service vehicle, but who does not hold a licence to act as driver or conductor, should apply as soon as possible to the Traffic Commissioners for the area in which he resides for a licence to become effective on the 1st April.

A person who is at present licensed by one of the existing licensing authorities to act as driver or conductor of a public service vehicle must take steps to ensure that his licence (by renewal if necessary) covers the period up to the 31st March, next. He must also apply before the 31st March, to the Traffic Commissioners for the area in which he resides for a licence under the new Act. He will then be able to continue to act as driver or conductor until the Commissioners have dealt with his application. This provision only applies in the case of a driver who is over 21 years of age on the 31st March, 1931, or a conductor who is over 18 years of age on that date. Any person who wishes to take advantage of the relaxation as to age provided in the Act for those who were regularly employed on these duties during the last six months of 1929 must obtain a licence from the Commissioners.

*London* (i.e., Metropolitan Police District and City of London). A person who is licensed to act as driver or conductor of a public service vehicle under the Metropolitan Public Carriage Act, 1869, will not during the currency of that licence require to obtain a licence under the Road Traffic Act.

Any other person resident in this area who wishes to act as driver or conductor of a public service vehicle must apply at once to the Commissioner of Police of the Metropolis for a temporary permit to do so. If this application is made before the 1st March, he may drive or act as conductor until his application is dealt with. If the application is made after the 1st March, he will not be able to do so until he actually receives the permit.

### OWNERS OF PUBLIC SERVICE VEHICLES.

*Provinces.* The owner of a vehicle which is not now licensed to ply for hire should apply as soon as possible to the appropriate Traffic Commissioners for a public service vehicle licence (with the necessary preliminary certificate of fitness) to become effective on the 1st April. The owner of a vehicle which is at present licensed to ply for hire must take steps to ensure that the licence (by renewal if necessary) covers the period up to the 31st March, next. He must also apply before the 15th March, to the appropriate Traffic Commissioners for a public service vehicle licence under the new Act. He will then be able to continue to use the vehicle until the application has been dealt with.

*London* (i.e., Metropolitan Police District and City of London). Vehicles licensed under the Metropolitan Public Carriage Act, 1869, may be used during the currency of that licence without a public service vehicle licence. The owner of any vehicle not so licensed, which is intended to be ordinarily operated within or from this area, must apply at once to the Commissioner of Police of the Metropolis for a temporary consent for its use as a public service vehicle. If this application is made before the 1st March, he may use the vehicle until his application is dealt with. If the application is made after the 1st March, he will not be able to use the vehicle until he actually receives the consent.

### OPERATORS OF ROAD PASSENGER SERVICES.

Applications for the grant or backing of road service licences to continue an existing service, with or without modifications, must be made to the Commissioners before the 15th March. In this case the operator may continue the service as it existed at the date of the making of the Order, i.e., the 9th February, 1931 (with seasonal variations corresponding to those which obtained in 1930), until his application has been dealt with.

In the same way, if application is made before the 15th March, 1931, for the grant or backing of a road service licence for a seasonal service similar to one operated during any part of the year ended the 31st March, 1931, then a service identical with that operated in the year 1930-31 may be run until the application has been dealt with.

Existing services which are continued, and seasonal services which are carried on, under these provisions must be operated in accordance with the same conditions and restrictions as heretofore. Road service licences must be obtained from the Commissioners before any new service can be inaugurated or modifications or extensions made in existing services.

The Minister wishes it to be clearly understood that the permission given under the Order to continue existing services does not carry with it any rights, and that the Commissioners will be placed under no obligation whatever thereby when they come to consider the grant of the actual road service licence in respect of such a service.

In order to take advantage of the terms of the Order, applications must be made before the dates indicated. If applications are not made by the specified dates the provisions of the Order cannot operate and it will probably then be too late for the Commissioners to deal with such an application in time to reach a decision on it by the 1st April. The need for applications to be made at the earliest possible moment is therefore apparent.

Application forms for public service vehicle licences, certificates of fitness, road service licences and backings are now available at the offices of the Traffic Commissioners, and those for drivers' and conductors' licences will be available shortly.

Special attention is drawn to the permits and consents for drivers, conductors and vehicles in the London area. It is essential that applications for these should be made at once. In these cases no forms are required, but the particulars to be given are set out in the Order.

* * * *

Attention is drawn to the Public Service Vehicles (Conditions of Fitness) Regulations, 1931. These Regulations, copies of which are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, or through any bookseller, prescribe the conditions which a public service vehicle must fulfil before a certificate of fitness under section 68 of the Road Traffic Act, 1930, can be issued in respect of the vehicle.

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# British Industries Fair, London and Birmingham.

**February 16th to 27th.**

BELOW we give brief particulars of some of the exhibits at the Birmingham Section of the British Industries Fair, in which our readers are more particularly interested. Our stand No. at this Fair is 16E/5, Eng. Section, where our representatives will be in attendance. We shall be pleased to see our friends and afford them such assistance as may be in our power.

**Accles & Pollock, Ltd., Oldbury, Birmingham.** Stand No. 16G/4. There will be a comprehensive exhibit of steel tubes and their many applications.

**Anglo-American Oil Co., Ltd.,** 36, Queen Anne's Gate, London, S.W.1. Stand No. C/7 Block 14. The exhibits of this firm will include Pratts high test petrol, commercial petrol and super benzol mixture, also standard bitumen, Pratts fuel oil, standard safety lines, Valor heaters and oil storage cabinets and drums.

**Sir W. G. Armstrong Whitworth & Co. (Engineers), Ltd.,** Scotswood Works, Newcastle-upon-Tyne. Stand No. 15F/2 Engineering Section. Exhibited on this stand will be the "AAW" axle box bearing machine shown under working conditions. This should prove of interest to all classes of railway and tramway plant and internal combustion engine manufacturers. "AW" furnaces of various types. "AW" non-crucible semi-rotary type furnace designed for oil or gas firing. "AW" iron crucible tilting furnace. A comprehensive range of Spencer-Hopwood boilers now being manufactured at Scotswood Works will also be on view. A varied selection of "Britimp" metallic packings will be shown suitable for almost every type of duty including those for locomotives, reciprocating engines, turbines, diesel engines, pumps, compressors, valves, etc.

**British Oxygen Co., Ltd.,** Victoria Station House, Westminster, London, S.W.1. Stand No. 1. Block 17/M. The exhibits will include Oxygen cutting machines, oxy-acetylene welding and cutting apparatus, flarelights and air-acetylene.

**Chloride Electrical Storage Co., Ltd.,** Clifton Junction, near Manchester. Stand No. 3. Block 20M. Storage batteries for a great variety of electrical purposes will be exhibited on this stand, in four main categories, namely:—(1) Chloride batteries for stationary installations. (2) Exide batteries for high tension and low tension wireless purposes. (3) Exide-Ironclad batteries for marine work and (4) Lux batteries for lighting railway trains. Also the Keepalite system of automatic emergency lighting for hospitals, cinemas, etc.

**Clear Hooters, Ltd.,** 79-81, Lombard Street, Birmingham. Stand No. 17E/7. This exhibit will consist mainly of Clarion Dome front high frequency horns.

**Coventry Chain Co., Ltd., Coventry and Hans Renold, Ltd., Manchester.** Stand No. 16L/2 and 3. These two firms will be exhibiting in conjunction, their central exhibit being a steel skeleton on which will be mounted various types of standard and stock chain drives, with roller and inverted tooth type chains, various types of conveying and elevating chains, various types of chain cases, and an application of the counter-weight chain system. Some of these drives will be motor-driven. There will be in addition several large chain drives, illustrating the adaptability of chain-gearing. One exhibit will feature the advantages of the Renold remote control system. There will be a complete range of chain couplings, with and without covers; specimens of the Renold clutch, dismantled and complete; specimens of the Coventry speed reduction gear boxes. A Renold loom drive with slipping device; automatic chain tensioners; a complete range of all patterns of Renold and Coventry chains, for all purposes.

**Crossley Brothers, Ltd.,** Openshaw, Manchester. Stand No. 16M/3. This exhibit will include examples of vertical and horizontal type heavy (crude) oil engines, all shown in working operation. Type OVD3. is a three-cylinder vertical compressorless diesel engine direct coupled to a 50 KW. 220 volts, D.C. dynamo at 450 r.p.m. by the General Electric Co. Type FOE4. is a four-cylinder horizontal enclosed crude oil engine, having a normal rating of 88 b.h.p. at 375 r.p.m., complete with compressed air starting equipment. Type FOE2. two-cylinder, normal rating of 48 b.h.p. at 375 r.p.m. Type OII3. represents a new Crossley production comprising an industrial single-cylinder oil engine, cold starting and rated at 15 b.h.p. at 400 r.p.m. Type PHC1040 is a combination engine driven compressed air starting set for charging the M.S. storage reservoir up to 350 lbs. per square inch.

**Dennis Bros., Ltd.,** Guildford. Stand No. 13K/4. The exhibit will consist of Dennis motor lawn mowers.

**Edison Accumulators, Ltd.,** 15, Upper George Street, Edgware Road, London, W.1. Stand No. 22N/1-3. A full range of well known Edison batteries for all purposes.

**F. Gilman (B.S.T.), Ltd.,** 221, High Street, Smethwick, Staffs. Stand No. 15F/6. The exhibits will include boiler and economiser scaling tools for use on steam raising plant and a range of flexible drive tools to compete with every foreign made tool of this description.

**Alfred Herbert, Ltd.,** Coventry. Stand No. 16F/3. The exhibit will consist of one of the firm's small Atritor coal pulverising machines having a capacity of 500 lbs. of pulverised coal per hour, actually in operation for firing a typical forge furnace suitable for heating forgings up to about 12 in. square. There will also be exhibited a wide range of engineer's small tools and workshop accessories.

**Hollings & Guest, Ltd.,** Thimble Mill Lane, Birmingham. Stand No. 3. Block No. 18L. There will be exhibited an hydraulic four column press fitted with three steel hot plates, giving two daylights, specially designed for the manufacture of artificial horn, fibre, safety glass and insulating materials of all kinds. A hot plate press. An hydraulic scrap metal bundling press. Hydraulic propeller starter. Hydraulic pumps. Hydraulic accumulator. Guest's V.R. positive action pump. Valve and fittings and Guest's "All-Metal" hand bundling press.

**Lang Wheels Company,** Hillingdon Heath, Uxbridge, Middlesex. Stand No. 18E/2. The exhibit will consist of trailer wheels, dual-purpose tractor wheels, 18-pounder artillery gun wheel, farmcart and aeroplane wheels.

**R. A. Lister & Co., Ltd.,** Dursley. Stand No. 17G/1. The most interesting exhibit on this stand will be the new 18 b.h.p. "Diesel" engine, fitted with a specially designed circular radiator. The outstanding feature of the engine is that it can be operated on diesel fuel oil at 4½d. per gallon, thus reducing fuel bills by over 70 per cent. A 6½ h.p. hopper cooled petrol engine will also be exhibited. Lister "Diesel" engine-powered plants. Lister "Autotrucks," and a special truck designed for milk delivery.

**M.C.L. and Repetition, Ltd.,** Pool Lane, Langley, Birmingham. Stand No. 17N/2. The exhibit will include automatic screw machine products, bright bolts, nuts, screws, etc., Repetition work of every description for the electrical and engineering trades.

**National Accumulator Co., Ltd.,** 35a, Bessborough Place, London, S.W.1. Stand No. 19M/3. This firm will be showing the products of its subsidiary companies, namely, the D.P. Battery Co. and the Tudor Accumulator Company. The Tudor Accumulator Company's exhibits will consist of accumulators for all purposes and will include a large cell with a capacity of 16.416 ampere hours at the ten hour rate of discharge. The D.P. battery exhibit will consist of D.P. and Kathanode batteries for every purpose including electric trucks and electric locomotives.

**Nobel Chemical Finishes, Ltd.,** Slough, Bucks. Stand No. 13F/2. The exhibit will comprise Nobel Low Bake enamels, Nobel air-drying, acid-resisting enamels. Nobel "Dulux" finishes and Nobel One Bake Undercoats.

**W. & C. Pantin, Ltd.,** 147, Upper Thames Street, London, E.C.4. Stand No. 4. Block 15M. The exhibit will consist of an installation of conveyors including one inclined drag type elevator, a gravity roller conveyor and a patent belt lowerer for raising, conveying and lowering boxes.

**Parker, Winder & Achurch, Ltd.,** Broad Street, Birmingham. Stand No. 5B/1. The "Parwinac" industrial oil burner will be shown in conjunction with Hartley and Sugden, National radiator and Beeston boilers. The three boilers will be fired by three burners, the atomising air for which will be derived from one motor and fan.

**G. D. Peters & Co., Ltd.,** Windsor Works, Slough. Stand No. 16K/2. The firm will be exhibiting all the latest models of "Wilson" Plastic-Arc welders including a portable single arc plant with a Dorman engine drive and also a special 100-AMP welder designed for the use of garages of small engineering works. General welding accessories will also be exhibited.

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**Port of Bristol Authority,** Queen Square, Bristol. Stand No. 2C. Specimens of a number of classes of goods which pass through the Port are to be shown and interesting dock operations will be illustrated by a daylight cinema and additional pictorial demonstration by coloured transparencies forming panels in the walls of two lighthouses.

**Pyrene Co., Ltd.,** Great West Road, Brentford, Middlesex. Stand Nos. 20E/2, 3 and 4. The feature of this exhibit will be a process known as "Parkerizing" for rust proofing iron and steel by means of a chemical bath made up of boiling water and Parco powder. Another process known as the "Bonderising" will be shown consisting of a chemical primer used as a base for paint, enamel, etc. Ranges of Pyrene, Conquest and Phomene fire extinguishers will be shown.

A RANGE OF PYRENE FIRE EXTINGUISHERS.

**Ransomes, Sims & Jefferies, Ltd.,** Orwell Works, Ipswich. Stand No. 7K/1. The exhibit will consist of lawn mowers, motor and otherwise.

**Spiral Tube & Components Co.,** 12, Pembroke Street, King's Cross, London, N.1. Stand No. 15E/1. Included in the exhibit will be radiators for diesel engined locomotives and garage heaters.

**H. C. Slingsby,** Kingsway, London, W.C.2. Stand No. 14H/3. This firm will show industrial trucks, ladders, barrows, stackers, handcarts, etc.

**Sternol, Ltd.,** Royal London House, Finsbury Square, London, E.C.2. Stand No. 15F/3. A comprehensive exhibit of special cutting mediums for tapping and screwing steel, brass and aluminium; both soluble and straight cutting oil for automatics, quenching oil for heat treatment and oils for other purposes. There will also be a range of lubricating oils.

**Stewarts and Lloyds, Ltd.,** 41, Oswald Street, Glasgow. Stand No. 14E/2. A range of tubular framework, tube coils, circular rectangular steel plates, cylinders, steam fittings, boiler tubes, etc.

**Tangyes, Ltd.,** Cornwall Works, Birmingham. Stand No. 16J. Ranges of fuel oil engines, pumps and hydraulic presses will be on view and there will be a working model hydraulic garage car lift and turntable.

**Tecalemit, Ltd.,** Mitre House, Scrubbs Lane, Willesden, London, N.W.10. Stand No. 15F/2. This firm of lubricating specialists will show positive feed pumps, automatic pumps, central lubricating fittings, gun filler attachments, lubricants, lubricating nipples, grouped nipple fittings, hose clips, reservoir plugs, lubricating guns and compressors.

**Herbert Terry & Sons, Ltd.,** Redditch. Stand No. 13/K5. A full range of spring and presswork suitable for practically every trade. The Terry agricultural seat made of high grade springs made to replace the hard metal unyielding pan usually fitted to agricultural implements, will be of interest.

**Tungstone Die Casting Co.,** Market Harborough. Stand No. 19M/4. A range of Tungstone patent air pressure pumps of capacities ranging from 375 gallons per hour to 10,000 gallons per hour, also a range of non-ferrous batterium metal supplied in the form of rods, bars, sheets, castings, seamless drawn tubes, stampings and forgings.

**Vickers-Armstrongs, Ltd.,** Elswick Works, Newcastle-upon-Tyne. Stand No. 15F/5. The exhibits on this firm's stand comprise a large variety of extruded rods, sections and tubes, the alloys extruded being high speed turning and screwing quality brass, hot stamping brass, forging quality yellow metal, naval brass, high tensile manganese bronzes, aluminium bronze, high copper content (brazing metal), and P.M.G. metal. Special sections for the electrical engineering and the general engineering trade. On the stand will also be found examples of this firm's manufactures in manganese bronze, phosphor bronze and nickel silver sheets, strips, etc., chill cast bars in gunmetal, phosphor bronze and P.M.G., and an assortment of gunmetal, phosphor bronze and aluminium castings with ingots in manganese bronze and phosphor bronze, etc. The foregoing are manufactured at Elswick Works, Newcastle-upon-Tyne. A special section of the exhibit of this Company is devoted to the production of P.M.G. metal ingots, castings and forgings as produced by their Barrow-in-Furness works.

**C. C. Wakefield & Co., Ltd.,** Wakefield House, 30 & 32, Cheapside, London, E.C.2. Stand No. 14D/4. A range of lubricants for every type of prime mover, including Mystol soluble cutting oils and quenching oils. Wakefield mechanical lubricators for stationary plant, locomotives, etc., and a special type of lubricator for machine and pneumatic tools. The prominent feature will be the firm's system of grease gun lubrication for installation on machine tools.

**Xetal Safety Glass, Ltd.,** Nottingham Road, Stapleford, Notts. Stand No. 5/A/5. The stand itself will be fitted entirely with the firm's safety glass.

## London Traffic.

### Collection of Refuse.

THE London Traffic (Collection of Refuse) Regulations, 1931, came into force on February 2nd, last.

The Regulations restrict the use of any vehicle collecting refuse in the more important traffic streets in London. The effect of the Regulations is to prohibit the collection of refuse between.

(i) the hours of 9 a.m. and 7 p.m. in certain streets and between

(ii) the hours of 10 a.m. and 7 p.m. in certain other streets.

These Regulations, which supersede the London Traffic (Collection of Refuse) Regulations, 1927, will apply to the collection of trade refuse by private agencies as well as to house refuse collected by municipal authorities, but not to the collection of street refuse arising from the cleaning of any scheduled street.

Any person acting in contravention of the provisions of the Regulations will be liable to a penalty not exceeding 40 shillings.

Copies of the Regulations are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 3d. a copy.

## Obituary.

### Sir Alfred Mays-Smith.

WE record with great regret the death of Sir Alfred Mays-Smith, which occurred on February 11th. The passing of Sir Alfred is a great loss to the Society of Motor Manufacturers and Traders and to the industry at large, to which he gave such magnificent service.

Having acted as President of the S.M.M. & T. for the years 1920 and 1921, Sir Alfred has been a Member of the Council and Management Committee of the Society since 1910, and of the Finance Committee since 1914. In addition he has acted as a Trustee of the Edward Manville and S.M.M. & T. Trust Funds, and of the Importers' Section for several years, and also as Chairman of the Car Section Committee and the Joint Negotiating Committee of Car Manufacturers and Agents. Sir Alfred was also a Member of the Olympia Negotiating Committee, and a delegate of the Society on the Motor Legislation Committee, The Conference of Motor Organisations, The National "Safety First" Association, The Panel of Judges for Coachwork Prize Designs, and the Exhibition Committee of the Scottish Motor Trade Association.

The funeral service took place at All Souls, Langham Place, on February 14th and the interment thereafter at St. Marylebone, Finchley.

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# Co-ordination or Subordination ?

**Views of representative Road Transport men on the Final Report of the Royal Commission on Transport.**

**From Mr. W. Edwards, M.Inst.T., President, The National Road Transport Employers' Federation.**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—One cannot fail to be impressed by the final Report of the Royal Commission on Transport as a whole, but to the road haulier and manufacturer of commercial vehicles the views and recommendations in respect of taxation must give rise to the greatest concern.

Gratifying as is the recognition by the Commission of the need for the licensing and registration of road hauliers and the conclusions and recommendation as to the urgency and treatment of bridges, the taxation proposals are calculated to arrest and confuse the road-carrying industry at a stage of its development when, in fact, stabilisation is most desired.

Whilst disclaiming any intention of "actually prohibiting" the use of vehicles over 4 tons in weight unladen, the recommendation of increased licence duties on vehicles in excess of this weight is avowedly made with the object of discouraging their use, and unquestionably, if effect is given to the recommendations of the Commission, it will go far towards actual prohibition.

The Road Transport industry has now reached an advanced stage in its development, and the heavier vehicles operating on the road to-day have been designed to meet the needs and requirements of manufacturers and traders, and it may be said are utilised by those undertakings which have given the greatest thought and consideration to their services.

These vehicles, by their design and tyring—in most cases with low pressure, pneumatics tyres—contribute less to wear and tear of the roads, minimise vibration and are better controlled than the older types.

The regulations under the Road Traffic Act with regard to speeds, weights and tyres, it must surely be agreed, provide sufficient safeguard for the safety of the Public, and the desirability of penalising the most advanced and efficient form of commercial transport with the avowed object of discouraging the diversion of traffic to the road is open to the greatest question.

Industry to-day is in such a sensitive condition that it cannot afford to be called upon to adapt itself from time to time to changing views, and the vicissitudes of varying legislation with the immense cost and dislocation that it entails.

Yours faithfully,
W. EDWARDS.
President.

The National Road Transport Employers' Federation (Inc.),
17, Water Lane,
Great Tower Street,
London, E.C.3.
6th February, 1931.

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**From Mr. C. le M. Gosselin, M.I.A.E., M.Inst.T., President, Commercial Motor Users' Association (Inc.).**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—The Final Report of the Royal Commission on Transport centres round the vexed question of railway and road competition, and the most significant recommendation of the report is the statement by the Commissioners that for the main business of transport the railways are indispensable, and that the Nation, therefore, cannot afford to place capital invested in railways on the scrap heap, or even to render it partially unremunerative. It is for the public to decide whether they propose to adopt this recommendation or to reject it, and in doing so the Final Report appears to provide more material for its rejection than for its adoption.

In the first place the Commissioners have arrived at the decision that the existing capital in the Railway Companies is worthy of protection, without apparently examining how much of it is really live capital and how much dead capital, and it is left to three of the Commissioners in a minority report to call attention to the fact that a considerable proportion of railway capital that exists to-day is dead, and does not represent real assets. On the other hand the Commissioners themselves have decided on the evidence they have heard that the Railway Companies in the past have neglected the requirements of the public, and any improvement which has been evident in recent years has been largely due to the presence of road transport competition.

A further finding of the Commissioners is that in considering the present difficulties of the Railways, the consideration of the long depression in trade is more important than that of road competition, and they suggest that a return of prosperity of trade and industry would again bring greatly increased traffics to the Railway Companies. The Traffic Commissioners further point out, on more than one occasion, that the railways appear to have done very little to respond to this new form of competition on the roads, except by endeavouring to "get on the road" themselves—a policy which they view with some disfavour.

Having regard to the above considerations it is difficult to understand how the Commissioners, as reasonable business men, can seriously suggest that the time has arrived that the only solution for protecting the Railways position is to curtail the activities of road transport competition.

When one turns to the Commissioners' Report on road transport itself, the principle of placing the Railways financial position in a preferential position to that of road transport development, becomes even less easily understood, and is well expressed by the Commissioners in paragraph 131 on page 36 of the Report:—

> 131. It has been suggested to us that when road competition first began to be serious from a railway point of view—that is, immediately after the War—the railways were caught napping and failed to take sufficient steps to meet the new situation. We have already referred to the exhausted condition of the companies after the War and the serious nature of the problems which engaged the attention of their staffs in connection with the amalgamations effected under the Railways Act. It is only fair to make due allowances for these matters. But it cannot be denied that in the days of their monopoly the railways had in some ways insufficiently studied the needs of the public, and that their policy had become unduly conservative. Although between the most important centres of population there were excellent services of trains—more particularly at points where competition existed between two or more companies—the passenger train services generally were unnecessarily slow and often inconveniently timed. In too many cases the general attitude of the companies seems to have been that as a passenger had to use a particular line he must travel at times and at a speed convenient to the company. The truth of the doctrine that facilities create traffic appears to have been forgotten. In recent years there has certainly been some improvement, no doubt mainly due to road competition, but in our opinion much remains to be done.

and again in paragraph 470 on page 131:—

> 470. The fact that, as nearly half the population of Great Britain is concentrated near the large ports, a considerable proportion of traffic has to be hauled for short distances only and can often be more conveniently and economically conveyed by road than by rail, renders the question of adequate road access to the ports of constantly increasing importance. . . . .

The only serious complaints that the Commissioners can find to make against road transport, as compared with its competitors, are that it works too hard, and is content to accept too low a remuneration for its services, and they therefore suggest that road hauliers should be licensed and be compelled to adopt the Fair Wages Clause—whatever that may be—and that an arbitrary limit should be set to the size of the unit that road transport may operate, namely, a vehicle with a tare weight not exceeding 4 tons. The Commissioners apparently feel a certain amount of misgiving in making this recommendation, for they suggest that larger units should not be actually prohibited, but should be taxed so steeply as to discourage their use. This recommendation is in keeping with the policy now being carried out by many local authorities who prohibit the use of gas in Council houses, because they desire to increase the use of electricity, in which they often have a financial interest.

It is only possible to reflect with sorrow that such foolish policies can be advocated at a time when the community depends for its existence upon making use of every facility that science can supply to enable it to



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overcome the difficulties that surround us, in the hope of finding our way back to some degree of prosperity as a Nation.

Yours faithfully,
C. LE M. GOSSELIN,
President.

The Commercial Motor Users' Association (Inc.),
50, Pall Mall, London, S.W.1.
9th February, 1931.

* * * *

**From Mr. A. C. Osborn, President, The Furniture Warehousemen and Removers' Association.**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—The Final Report of the Royal Commission on Transport is, amongst other things, a very fascinating and interesting record of the evolution of transport, by road, river, canal and railway. The latter monopolised nearly all transport until the War, at the conclusion of which road transport made rapid strides owing to the enormous number of road vehicles thrown upon the market by the Government, their cheapness, and the slowness of the Railway Companies in their lack of efforts to deal with the competition by tightening up their organisation and adjusting their rates. The Railway Companies having secured limited rights to use their resources for road transport are competing with established road organisations and are also becoming, as the Commissioners point out, competitors with themselves. It is a question whether it would not have been better for the railways to direct their energies to improving their splendid tracks and wonderful system covering all the main channels of traffic enabling them to deal effectively with the competition which threatened them.

The Road Traffic Act which is the outcome of the earlier reports will bear very heavily on our Industry which is a specialised one, involving no hardships to our drivers and packers, the former having considerable periods of inactivity whilst their vehicles are being loaded and the latter considerable periods of inactivity during the journey. It is hoped that the Minister of Transport will make the modifications and variations we are suggesting.

It is noted with interest that the Commissioners suggest the reconstruction of bridges and the improvements of existing roads rather than the extensive building of new roads.

Their recommendation that the Road Fund should not be raided for general relief of taxation is to be commended.

It is interesting to note that the Commission recommends the more general use of Containers. These have been used by removal contractors for the last fifty years and exclusively by them until quite recently.

I would suggest that the taxation of road vehicles such as are used in our Industry is sufficiently heavy, especially as the majority of them already have pneumatic tyres and in due course will all be so equipped, pedestrians, cyclists, and horse drawn vehicles still use the roads.

One is glad to see the recommendation that all roads should be public and that tolls should be abolished.

The recommendation regarding the licensing of road vehicles on the lines indicated by the Commission would probably be advantageous.

I would suggest that now notice of the expiration of driving licences is to be discontinued that they should all expire on December 31st.

Yours faithfully,
ALFRED C. OSBORN,
President.

The Furniture Warehousemen and Removers' Association.
6th February, 1931.

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**From Mr. P. R. Turner, M.Inst.T., President, London Cartage and Haulage Contractors' Association.**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—Much has already been written either by way of approval or criticism of the Final Report of the Royal Commission on Transport and I have already expressed an opinion thereon, but these views have in the main been directed to those parts of the Report which deal with Road competition with the Railways, and the Commission's recommendation to impose such taxation upon the heavier types of vehicles as to discourage their use.

There are other references in this voluminous document which may have an important bearing upon the future conduct of our industry. They are to be found in Chapter IV, which is devoted entirely to Road Transport problems and contains the recommendations of the Commissioners.

The views of the Commissioners as expressed in Section 332 that—"First, we believe it would be greatly to the advantage of the Road Haulage Industry itself, if it were placed on an organised basis; secondly, in our opinion the organisation of the Industry is an essential precedent to any attempt at general co-ordination with other forms of transport" would, I believe, in the first premise be universally endorsed and as the second is a contingency upon the first, one need not be unduly alarmed at the prospect which this visualises.

There is no Industry upon which the lack of organisation has had such disastrous results as that of Road Transport. We have in the past been referred to—and with some measure of truth—as a mere rabble. The introduction of mechanical traction and other circumstances, have, however, compelled the application of a more scientific system of operation and to-day a much higher standard obtains in the Industry, but there is still much room for improvement. I therefore welcome as a means to that end the first recommendation that a system of licensing should be introduced for all road hauliers.

There are many who think that the Industry is already suffering too much from governmental interference and I am heartily in agreement with them, but here is a proposal which must lead to the ultimate benefit of all engaged in the Industry and on those grounds our support is justified.

In one way it will give us a charter and establish the goodwill of our business. On the lines recommended by the Commission only those actually engaged in the business as Road Hauliers will be licensed as such. Ancillary users will continue to function in the distribution of their own goods but they would not be permitted—as many of them are doing to-day—to carrying the goods of others.

Before issuing a road haulage lincence to an applicant regard will be given to two conditions:—

(1) The fitness of the vehicle.
(2) The wages and conditions of service of persons employed in connection therewith.

With regard to the first point, the introduction of compulsory third party Insurance will of itself have a tendency to improve the types of vehicles on the road, and there would be few regrets at the disappearance of some vehicles which are operating to-day.

If we approve and welcome the introduction of a system of licensing, we can offer little objection to the requirement of the fitness of the vehicle. I cannot imagine that this requirement will be arbitrarily imposed, especially having regard to the nature of the work on which some vehicles are engaged—operations which absolutely preclude vehicles from being maintained at a Rolls-Royce standard—but, nevertheless, there are some vehicles for which a licence should never be issued.

On the second requirement, the wages and conditions of service of the persons employed, we can afford a full measure of support. There is no other phase in the operation of road transport which has been more conductive to the lowering of its status than the absence of a recognised standard of wages and conditions of service of our employees. The Commissioners' views on this point are worth reading:—

*SECTION 342.*

"The second point, however, is of even greater importance. Much of the competition between road hauliers and between the road haulage industry, and railways, and other forms of transport is unquestionably open to severe criticism on the ground that the wages and general conditions of service in the industry leave much to be desired. Although we have no doubt that there are many firms to whom this criticism is not applicable, we cannot but feel that there are others whose profits, if there be any, represent to a considerable extent the difference, expressed in terms of money, between the wages paid and the conditions obtaining, and the wages which should be paid and the conditions which should obtain, if proper standards were maintained. Improvements in these directions will go far to weed out the less desirable operators, and to place the industry on a sounder basis by removing the element of uneconomic operation which undoubtedly exists. Section 93 of the Road Traffic Act, provides for the application of the 'Fair Wages Clause' to persons employed in connection with the operation of public service vehicles. We recommend that the application of this Section should be extended to include persons employed in connection with the licensed vehicles of road hauliers."

This is a scathing indictment and it will redound to the credit of the Industry if the recommendation of the Commission can be speedily adopted. We have striven for years to get some legislation on this question and now that the principle has been introduced and adopted for the passenger carrying section there is reasonable hope that its extension to the goods carrying section will not be long delayed.

The report is silent on the application of the "Fair Wages Clause" to ancillary users, but there is every reason for it to be applied throughout road transport, and no doubt representations to this effect will have to be made.

One other point of interest to which the Commissioners

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make reference is the question of Clearing Houses. "The unsatisfactory conditions regarding these"—the Report states—"are due in the main to the equally unsatisfactory conditions of the Industry and if the latter are removed the former will disappear. Our general feeling is that when once the Industry has been placed on a more stable footing it should organise its own Clearing Houses and not, as at present, leave this part of the business to others, some of whom, we are informed, are not always particularly scrupulous."

These are the principal points which the Commission have put forward as remedial measures for the organisation and improvement of the Road Transport Industry. They are so much in accord with the evidence which I had the honour to submit on behalf of the Industry, that I can do no other than give them complete endorsement with the full knowledge and conviction that by the adoption of such methods the status of the industry will be raised and great benefit accrue to all engaged in it.

Having thus given a benediction to the licensing proposals, one hesitates to strike a discordant note, but I cannot let this occasion pass without registering again our strongest protest against those sections of the Report which suggest the imposition of heavier taxation, and which urge the discouragement of the use of vehicles of an unladen weight in excess of 4 tons. Upon these points the Association is taking the earliest opportunity of making representations in the proper quarters as to the injustice of the proposals and the disastrous effects they will have upon the Industry.

Yours faithfully,
P. R. TURNER.
President.

London Cartage and Haulage Contractors' Association.
February 5th, 1931.

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**From Sir Maxwell Hicks, C.B.E., Chairman, McNamara & Co. (1921), Ltd.**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—As operators of mechanically propelled goods vehicles, both large and small, since the earliest days of motor development, may we through your columns voice our protest against the increased taxation on heavier vehicles suggested in the final report of the Royal Commission on Transport—the more so in that the severe increase suggested is advanced as "the only means of effectively discouraging their use," and is admitted to be prominently influenced by "the question of competition between road and rail."

The Report of the Commission embodies so much that is diametrically opposed to such a suggestion that it is more than difficult to reconcile with the balance of its observations and recommendations.

Thus in Section 239, the Commission states that the "owners and users of mechanically propelled vehicles . . . . should not, because they happen to employ a particular form of transport, be subjected to anything in the nature of a sumptuary tax." In Section 248 it is stated that the Commission is "satisfied that the users of mechanically propelled vehicles are not as a class paying too much in taxation, nor do we think that in a general way they are paying too little," and Section 241 states that "the motorists, qua motorist, is paying £40,000,000 a year, equivalent to two-thirds of the annual cost of the highway system"—and in face of these statements comes the suggestion for a heavy increase in the licence duty of vehicles over four tons unladen weight.

It may reasonably be contended that the existing scale of taxation is open to criticism in that while the law allows of vehicles up to 11 tons unladen weight, the tax provides for a flat rate on all vehicles exceeding 5 tons, and that the scale should be revised to re-adjust the existing total of taxation as between the different classes of vehicle, but only provided that if taxation upon one class of vehicle were increased, a corresponding decrease should be made on other classes.

But the Commission, having shown (in Section 513) that it is awake to the danger of restricting the normal development of one form of transport for the benefit of another, yet forgets the wisdom of its conclusion and deliberately recommends such restriction with its object clearly stated.

Let it be realised that an increase in the taxation of the heavier vehicles penalises unfairly not only hauliers like ourselves, but the numerous ancillary users and the British motor manufacturer, whose vehicles are pre-eminent, more particularly in the classes which would be hit.

Further, any increased taxation upon transport must finally become a charge upon trade in general, and surely the present is not a time suitable for this.

Apart from this outstanding lapse, all thinking persons must appreciate the sound commonsense of the Report on the subject of competitive transport.

During the past few years so much propaganda has been released with the object of conveying that the shortcomings of one branch of transport were due to the sins of another, that it is refreshing when such a well-informed and authoritative body as the Royal Commission bids the various forms of transport look to their own shortcomings rather than spend their time talking of the advantages—real or imaginary—of their competitors.

If road transport has in the immediate past appeared to possess advantages as compared with the railways, let it be recognised how much such advantages have been due to the failure of the railways to put their own house in order, and offer to the trader and traveller that increasing efficiency which is expected from any great industry operating under modern conditions.

An industry in which costs are allowed to mount and progress to be retarded to the degree observable in recent years in the Railways, must necessarily be vulnerable to any efficient competition, and in the common interest it is certainly not desirable that such efficient competition should be artificially restricted, provided always that it is not made possible by the exploitation of some section of the community.

Had the great motor manufacturing industry been content to progress during the last ten years upon lines similar to the Railways, it would have been the exception to meet a British manufactured vehicle on our roads by now.

The Road Transport industry asks no favours, but equally it should protest with the utmost vigour against regulation or taxation which cannot be justified upon its own merits as directly affecting the industry—but has as its admitted object the harassing of road transport for the benefit of a competitive form of transport.

Surely the time has come for our Railways to realise that for industries as for individuals, the only real improvement lies in self-improvement.

Yours faithfully,
MAXWELL HICKS,
Chairman,
McNamara & Company (1921), Ltd.

3, Hill Street,
London, E.C.2.
26th January, 1931.

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**From Mr. E. C. Marston, Chairman and Director of M.R.S., Limited. (Formerly Marstons Road Services.)**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—I am of opinion that generally the report of the Royal Commission is helpful to the long distance road haulier. It recognises his place in the whole scheme of transport, and proposes legislation in the form of licensing, which I feel will be beneficial to the Long Distance Haulage trade in the long run.

I am also pleased to see the recommendation for a large bridge strengthening programme which I think is helpful towards Road Transport and most opportune at the present time as a means towards alleviating unemployment.

Under existing conditions, Railway Companies and similar bridge Authorities are able to restrict the use of the King's Highway, and generally, such bridge Authorities are averse to road transport. It is, therefore, gratifying to note the Royal Commission suggest private ownership of such bridges be abolished.

The only serious criticism I have to make on the report, is the suggestion to increase taxation on the heavier type of vehicles. I do not agree that any case can be made out for such an increase from a point of view of road use or damage, and the suggestion of the Commission that the use of the heavier type machine should be discouraged for the purpose of influencing traffic back to the Railways, is in my opinion, an argument which every right thinking business man will contest.

My friend Mr. E. B. Hutchinson, recently asked in an article "Is it better in the national interests to have cheap efficient transport, or to artificially bolster up the Railways?" I think that admirably sums up the whole question.

The general conclusions of the Commission in regard to taxation and road costs are clearly stated as follows:—

> "*Section* 248. We are satisfied that the users of mechanically propelled vehicles are not as a class paying too much in taxation nor do we think in a general way they are paying too little."
>
> "*Section* 239. We wish to enunciate the general principle for in relation to highway expenditure the owners and users of mechanically propelled road vehicles should have no preferential treatment on the one hand, and on the other, they should not, because they happen to employ a particular form of transport, be subjected to anything in the nature of a sumptuary tax."

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The Commission clearly state they are not solely influenced by the question of road damage in making this recommendation, but make it as a means of diverting traffic from road to rail, although in Section 267, while referring to the heavier type vehicle they comment on the convenience and facilities offered by the road vehicle for collection and delivery from door to door.

The action to increase taxation recommended by the Commission is in effect a sumptuary tax, and freely stated so. How then can they reconcile it to their other views expressed in Section 239, mentioned above, condemning anything in the nature of a sumptuary tax.

If we overlook the amazing suggestion that cheap and efficient transport be sacrificed to bolster up the railways, I can only think that this conclusion of the Commission, suggested increased taxation, has crept into an otherwise excellent report, from an entire omission to take into account the larger petrol consumption and consequent high tax under this head, which the heavier type vehicle pays at present.

The following table which I have taken out, shows clearly the excessive grading in taxation paid at the present time, and I do not think the Commission can have had this information before them in their deliberations:—

| Unladen weight on solid tyres. | Approx. mileages run per annum. | Estimated miles per gallon. | Petrol tax at 4d. per gallon. Shillings and pence omitted. | Licence all on solid tyres. | Total. | Taxation in pence per mile. |
|---|---|---|---|---|---|---|
| 3 tons | 30,000 | 8 | £62 | £48 | £110 | 0.88 |
| 4 tons | 30,000 | 7½ | £66 | £54 | £120 | 0.96 |
| 5 tons | 30,000 | 7 | £71 | £60 | £131 | 1.04 |
| 6 tons | 26,000 | 6 | £72 | £60 | £132 | 1.22 |
| 7 tons | 26,000 | 4½ | £96 | £60 | £156 | 1.44 |
| 8 tons | 20,000 | 4 | £83 | £60 | £143 | 1.71 |
| 9 tons | 20,000 | 3½ | £95 | £60 | £155 | 1.86 |
| 40/48 seater Bus on pneumatic tyres | 50,000 | 8 | £104 | £76 | £180 | 0.86 |

My firm in addition to general transport is engaged in the movement by road of heavy and abnormal loads which call for particularly heavy rolling stock specially designed to prevent road damage.

That excellent journal "The Locomotive" whose interests are exclusively Railway, stated in its last issue that my firm "has opened up a new era for the Locomotive Manufacturers in this country, by carrying Locomotives complete by road for export which are out of gauge for English Railways."

For heavy and abnormal traffic the Engineering trades are dependent on road transport, and the suggestion of the Commission for increased taxation to drive off the heavier machine, if carried into law, will be a serious handicap to the trade of the country.

It is true the Railway Companies have only themselves to blame for their present troubles and the Royal Commission said so in no uncertain language. I think we can leave that argument and endeavour to move the whole question on to its proper ground, namely, is it in the interests of the country's trade, to stifle cheap and efficient transport of any kind? There can only be one answer from all disinterested business people.

Yours faithfully,
E. C. MARSTON.

M. R. S. Limited,
Formerly Marstons Road Services,
Liverpool.
29th January, 1931.

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**From Mr. Eric Monkman, of Orange Luxury Coaches, London.**

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—It seems obvious to me, both from my dealings with the Ministry of Transport on Part IV of the Road Traffic Act, 1930, and my perusal of the recent report of the Royal Commission on Transport, that the tendency, if not the object, of this legislation is to drive the traffic back to the railways.

One must of course endeavour to put oneself in the place of the statesmen, or rather politicians, responsible for the governing of this country, and one must appreciate that they could not, with a due sense of responsibility to the country, allow to become bankrupt the means of transport which is essential to the well-being of the heavy industries of the United Kingdom and is absolutely vital in times of war. On the other hand, there is no doubt that a great deal of traffic is more economically carried by road, quite apart from the question of convenience, and it seems to me therefore that instead of endeavouring to apply compulsion to traders as to the form of transport which they should use, greater efforts should be made by the railway companies to put themselves on a competitive basis with their rivals.

I have, from the first publication of the proposed regulations restricting Motor Coaches in London, regarded them more as a move to assist the railways than as an actual attempt to solve the problem of congestion. It must, I think, be admitted by every reasonable man that congestion in London is caused only to a very minor degree by Motor Coaches, and then only by a particular form of traffic, which is generally known in the trade as "short distance express."

This class of traffic has undoubtedly caused a certain amount of congestion at a few points, but from the volume of traffic carried is obviously catering for a definite need, i.e., the desire of people in the outlying suburbs to find a quick and easy means of conveyance to business and shopping centres, and the desire of inhabitants of a northern suburb to cross to a southern suburb without a change. These last three words seem to me to epitomise the superiority of coach travel over rail and bus.

When as a representative of the Motor Hirers' and Coach Services Association I gave evidence before the London Traffic Advisory Committee, it was suggested by the Chairman that passengers in North London desiring to go to the South Coast should cross London by bus, tube or taxi to a station on the southern fringe and vice versa for passengers in the south desiring to go North. Such a suggestion shows a complete ignorance, in my opinion, of the psychology of the public. I am personally convinced that passengers would rather spend another twenty minutes on a journey than have to make a change, and I think this is amply borne out by the enormous progress made by direct Motor Coach Services.

The problem of congestion, however limited in extent, caused by Motor Coaches is extremely difficult of solution. There are many companies which practically exist on seasonal and touring traffic—real pleasure traffic—and it cannot be contended that these companies with their limited number of departures per day, and the fact that their peak loads are at week-ends largely, are a factor of any importance in London's problem of congestion.

If, however, one observes Regent Street practically at any time of the day, one cannot but admit that coaches there on the short distance services have added to the difficulties. If, however, an attempt is made to give concessions to services with infrequent departures, one is placed in the rather ridiculous position of assisting pleasure services at the expense of business services.

To solve this problem with due fairness to the interests involved seems to me almost impossible, and I cannot help but think from my 12 years' experience of London traffic that the Minister of Transport has got hold of the wrong end of the stick, and that he would be much better occupied, if he must take some drastic step, in barring from Central London, Motor Cars occupying from 80 to 120 square feet of road space, or on the average say 40 square feet per passenger, than Motor Coaches occupying less than seven square feet per passenger.

Yours faithfully,
ERIC MONKMAN.

P.S.—This letter is, of course, from me as an individual and is not necessarily an expression of views of my Company.
Orange Luxury Coaches,
30, Harleyford Road,
London, S.E.11.
2nd February, 1931.

## Preparing for £1,000,000 Canal Scheme.

WORK has begun on the Grand Union Canal, in preparation for the £1,000,000 developments which will make this London-to-Birmingham waterway one of the most efficient in the country.

A Bill formally authorising the actual development scheme is awaiting the approval of Parliament, but long stretches of the canal are being deepened by new bucket dredgers which are worked by crude oil engines and can go anywhere on the system. They are capable of doing three times the work of the type of dredger formerly in use.

After many experiments in the construction of walls to strengthen weak places along the canal banks, the company's engineers have evolved a structure which they believe will withstand the strain resulting from the great increase of fast motor-driven boats.

Most of this walling work is being done in the Midlands, where erosion due to the wash of fast boats has done a good deal of damage, but other parts of the company's 240-mile system are to be similarly strengthened.

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# British Empire Trade Exhibition, Buenos Aires.

**March 14th to April 27th, 1931.**

REALISING the great importance of the British Empire Trade Exhibition, Buenos Aires, to our readers and particularly to those whose enterprise has led them to take part in the Exhibition, we give brief particulars of such exhibits as are connected directly or indirectly with the transport industry.

**Agricultural & General Engineers, Ltd.,** Aldwych House, Aldwych, London, W.C.2. On this stand the following associated firms will be showing their products:—Blackstone & Co., Davey Paxman & Co., J. & F. Howard, Ltd., E. H. Bentall & Co., Ltd., and H. V. McKay (Propty.), Ltd. The local representative for A.G.E. is Mr. W. H. Cullington, 475, Calle Peru, 487, Buenos Aires. A large percentage of the exhibits will consist of agricultural machinery, but the following are of interest from the transport point of view:—Two agricultural tractors fitted with four-cylinder, cold starting, high speed diesel engines. One of their greatest advantages is their extremely low cost of running and another their simplicity. The engine for one of the machines will be by Blackstone & Co., Ltd., and for the other, an Aveling & Porter engine. Both engines are cold starting, the Blackstone being by a small petrol engine and the Aveling by an electric starter. The range of Blackstone spring injection engines from 6 to 1,200 b.h.p. will be represented by a 55 b.h.p. single-cylinder engine and 9 b.h.p. engine coupled to a Bull generator. Another type of Blackstone spring injection engine to be shown is a hopper cooled unit made in powers from 5-14 b.h.p. which run on the lighter grades of fuel oil. There will be a range of small petrol and petrol starting Kerosene engines made by Blackstone, which range in power from 1½ to 7 b.h.p. Paxman engines will be represented by a vertical spring injection heavy fuel oil engine which type ranges in powers from 35-1,500 b.h.p. Blackstones will also show a 4 in. unchokeable pump which represents a comprehensive range. Roadmaking machinery will be represented by two different types of diesel engined rollers, one being an Aveling type DX weighing 6 tons representing a range of weights from 3-17 tons. The second will be a Barford & Perkins new SD series diesel rollers made in sizes from 9-16 tons which will be represented by the SD.9 weighing about 10 tons in full working order. Other Barford & Perkins rollers will be a Q.8 type being an 8-ton tandem roller, an A.4.Q being a light tandem roller of 2¼ to 2½ tons in weight. Also a BK type roller of the three-wheel type, weighing 4 tons driven by a four-cylinder petrol engine. In addition there will be an Aveling & Porter 15-ton steam roller type AH. Concrete mixers will also be shown.

**Ailsa Craig Motor Co., Ltd.,** Strand-on-the-Green, Chiswick, London, W.4. Examples of this firm's range of petrol engines will be shown consisting of the new 12/20 h.p. and 20/35 h.p. four-cylinder marine motors. These will be shown on the stand of Agar Cross & Co., Ltd. There will also be shown the Acro-Diesel marine oil engine.

**Alldays & Onions, Ltd.,** Small Heath, Birmingham. Various fans will be shown including forced and induced draught fans for boilers, ventilating, heating, drying, dust collecting, etc., furnaces will be shown including crude and oil fired rivet heating furnace fitted with a patent oil burner and an oil fired crucible tilting furnace for melting non-ferrous metals. A hammer to be shown will represent a range of pneumatic self-contained planishing hammers. This model will have a weight of head of 10 lbs. and is suitable for panel beating.

**Amalgamated Carburetters, Ltd.,** Holford Works, Perry Barr, Birmingham. The exhibits of this firm will be found on the stand of Imperial Chemical Industries, Ltd., and will consist of carburetters, fuel pumps, petrol filters, controls, etc.

**Armstrong Siddeley Motors, Ltd.,** Coventry. The firm will demonstrate a complete Atlas Army Co-operation aircraft at El Palomar aerodrome and will exhibit, in an uncovered form, the front of the fuselage, the lower main plane and an aileron. There will be a complete range of Armstrong Siddeley air cooled radial aero engines. Of particular engines the most important are the Jaguar Major or "Panther" and the Double Mongoose and seven-cylinder Genet Major engines.

**Sir W. G. Armstrong Whitworth & Co. (Engineers), Ltd.,** Scotswood Works, Newcastle-upon-Tyne. By permission of the Central Argentine Railway Co., Ltd., there will be exhibited an Armstrong Whitworth three-cylinder 4-6-2 type steam locomotive, being one of twenty ordered by that company. Spencer-Hopwood boilers will be shown, also pneumatic tools and packings, die-cast machines, furnaces, etc.

**Associated Equipment Co., Ltd.,** Windmill Lane, Southall, Middlesex. This firm will exhibit in conjunction with their South American agents, Agar Cross & Co., Ltd., and the exhibits will be as follows:—(1) Aclo "Ranger" 110 h.p. six-cylinder single-deck bus 19 ft. wheelbase with vacuum servo brakes foot operated. (2) An Aclo "Mercury" 3½ ton, 65 h.p. four-cylinder goods chassis. (3) An Aclo "Majestic" 6-ton 110 h.p. six-cylinder goods chassis. (4) An Aclo 4-ton four-wheel drive lorry chassis. All the above vehicles are specially constructed to suit Argentine conditions. (5) A 95 h.p. six-cylinder 100 mm. bore and 130 mm. stroke overhead valve engine, a full sized working sectionised model and (6) a 90 h.p. six-cylinder heavy oil engine.

**Austin Motor Co., Ltd.,** Longbridge Works, Birmingham. There are to be four Austin Seven chassis with various bodies, a 16 h.p. Burnham saloon, a 20 h.p. Ranelagh limousine and a 20 h.p. Whitehall saloon. In addition there will be a 7 h.p. and a 16 h.p. demonstration models.

**Babcock & Wilcox, Ltd.,** Babcock House, Farringdon Street, London, E.C.4. A range of this well-known firm's boilers, boiler fittings and boiler house equipment.

**Blue Star Line, Ltd.,** 40, St. Mary Axe, London, E.C.3. A model of the "Arandora Star" liner.

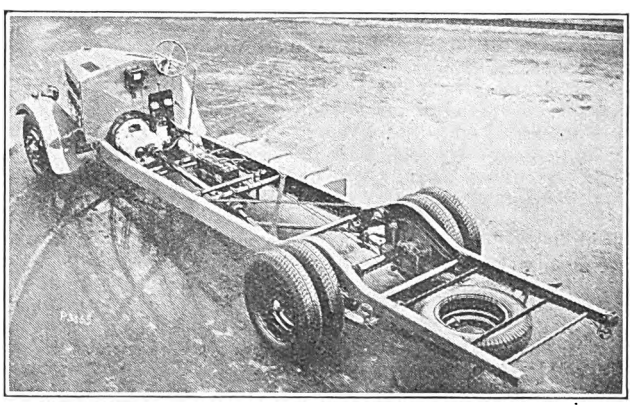
**Bristol Aeroplane Co., Ltd.,** Filton House, Bristol. This firm will show its famous Bristol Jupiter aircraft engines also the Bristol Bulldog type.

**British Dardelet Threadlock, Ltd.,** Chase Road, London, N.W.10. The exhibit will consist of the firm's self-locking screw thread bolts and nuts in various finishes, also railway fishbolts and other railway fittings.

**British Oxygen Co., Ltd.,** Angel Road, Upper Edmonton, London, N.18. Oxygen cutting machines for cutting steel plate and forgings, structural sections, rails and bars. Various types of hand and power driven machines. Various types of welding and cutting blowpipes and lead-burning equipment.

**Crossley Brothers, Ltd.,** Openshaw, Manchester. This firm will show numerous examples of their oil engines in motion arranged for industrial driving and also coupled direct to generators for electric purposes.

**De Havilland Aircraft Co., Ltd.,** Stag Lane Aerodrome, Edgware, Middlesex. There will be four machines comprising two Puss Moths and two Gipsy Moths, also a Puss Moth for flying demonstration.



THE DENNIS NORMAL CONTROL "ARROW" CHASSIS.

**Dennis Bros., Ltd., Guildford.** There will be many interesting exhibits amongst which will be a new type of Dennis passenger chassis; this will be a modification of the firm's six-cylinder "Arrow." A forward control

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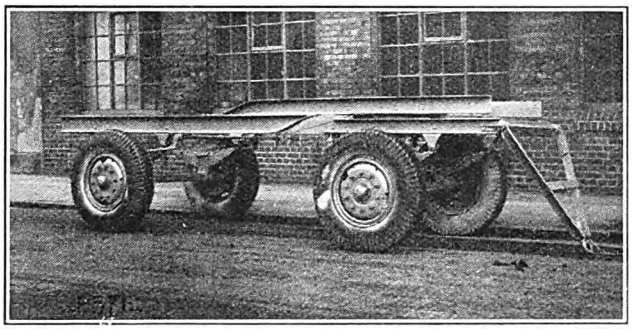
model to meet local requirements has been so designed as to allow the driver to occupy a normal position behind the dash. There will be three other models as follows:—A 2-ton chassis, a 7-ton six-wheel chassis and an FS type chassis fitted with a bus body of local construction. The stand will be in the hands of Messrs. Hampton, Watson & Co., 126B, Perez Galdos, 142, Buenos Aires, who are Dennis agents for South America.

**W. H. Dorman & Co., Ltd.,** Stafford. The exhibit will consist of one 4.M.R.M. engine and one 4.M.R.W.M. engine both being marine units.

**Dunlop Rubber Co, Ltd.,** Fort Dunlop, Birmingham. This famous Company will show a general range of Dunlop tyres, sports goods and accessories. The new "trakgrip" commercial vehicle tyres and giant pneumatics will be the chief features of interest. A complete range of everything the Company makes including heavy jacks and other accessories will be shown.

**Eagle Engineering Export Co.,** 45, Pall Mall, London, S.W.1. There will be three examples of Eagle trailers for use with motor lorries or tractors. Conspicuous will be the Eagle "B.A. Empire" model specially built for Argentine conditions similar to many in use on the South



"EAGLE-EMPIRE" 4-WHEEL TRAILER OF 8-TONS CAPACITY FITTED WITH GIANT SINGLE LOW PRESSURE PNEUMATIC TYRES 42 BY 10.50.

American Railways. This trailer has ball bearing spigotted king pin turntable steering and has a carrying capacity of 8 tons. It is designed for use with the Thornycroft "QC" 12-ton six-wheel motor truck making a 20-ton carrying unit. The trailer and truck have the same track and are fitted with interchangeable wheels with giant single low pressure tyres 42 in. by 10.50 in. The second trailer will be very similar to the above but only of 5-ton capacity. The third is a two-wheel trailer of 2-tons capacity with single balloon pneumatics 40 in. by 9 in. The firm's Argentine representative is Mr. Vivian N. Bell, Centenera 2950, Buenos Aires.

**Ferodo, Ltd.,** Sovereign Mills, Chapel-en-le-Frith. This firm will be exhibiting through their agents, Anderson, Levanti & Co., 471, Alsina 485, Buenos Aires, their well known brake and clutch linings in general use on motor cars and heavy transport vehicles as well as many other branches of engineering. The actual exhibits will be as follows:—Bonded asbestos brake lining supplied in a large variety of widths and thicknesses, in rolls and strips; similar lining in sheet form from which brake linings may be cut; bonded asbestos die-pressed brake linings supplied from stock for well known makes of cars; M.R. asbestos brake lining supplied in rolls or strips; Ferobestos brake linings suitable for working against low carbon steel drums. Bonded asbestos die-made discs for plate clutches in a variety of sizes and various other linings for cone clutches, "bonrests" and clutch stops.

**Fodens, Ltd.,** Sandbach, Cheshire. The following Foden steam wagons will be exhibited:—(1) A "Speed-Six" standard type fitted with pneumatic tyred wheels and having a carrying capacity of 6-tons or 10/12-tons with the addition of a trailer. This model enjoys great popularity in the road carrying industry. It conforms, generally, to present day petrol engined lorry design and embodies all the best features of both steam and internal combustion engineering as applied to road transport vehicles. (2) A Foden "Speed-Twelve" rigid frame six-wheel wagon fitted with pneumatic tyred wheels and having a carrying capacity of 12-tons. This vehicle is designed on the lines of the "Speed-Six" with highly successful working results, and is finding a ready market amongst firms handling 12-ton loads. (3) A Foden "Sun" agricultural and general purpose steam tractor which can be used either for ploughing or for ordinary road haulage handling 10-12 ton loads. It can be used for a variety of other purposes such as driving fixed machinery and is indeed a general purpose machine.

**John Fowler & Co. (Leeds), Ltd.,** Leeds. The exhibit will consist of an 8-ton diesel road roller of the three-wheel type. The rolls are of large diameter with wide overlap. The diesel engine designed for heavy work operates on the atomisation principle in which the fuel is injected straight into the cylinder in an atomised condition and is ignited at once without the aid of any preheating by electrical devices or ignition cartridges. The injection nozzles are simple and can be removed and replaced as easily as the sparking plugs in a motor car. The roller is fitted with immediate reverse gear and power steerage. Other exhibits will be a 10/7 concrete mixer and a 24 in. gauge "Little Samson" rail tractor.

**General Electric Co., Ltd.,** Magnet House, Kingsway, London, W.C.2. The exhibit will include (1) Standard D.C. & A.C. motors with their necessary control gear. (2) A 200 amp. D.C. high speed circuit breaker and a 200 amp. line contact circuit breaker. (3) A traction motor and controller complete and (4) a range of transformers.

**General Motors, Ltd.,** Edgware Road, The Hyde, Hendon, London, N.W.9. In addition to a range of Vauxhall private cars, commercial chassis will be represented by the Bedford, being a low priced chassis though strongly built and powered by a six-cylinder engine. The range consists of ½-ton, 1½-ton and 2-ton short wheelbase and 2-ton long wheelbase. The two latter have full floating rear axles and are also available as bus type chassis. The range will be represented at the Buenos Aires Exhibition by a 2-ton long wheelbase goods chassis.

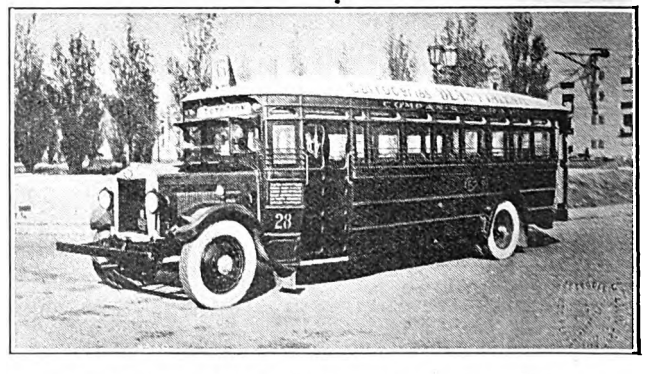
**Greenwood & Batley, Ltd.,** Albion Works, Leeds. The exhibits will be as follows:—(1) A 2-ton "Greenbat" automatic elevating platform industrial electric truck. (2) A driving axle as used on the above. (3) A No. 11 size valve reseating tool. (4) A No. 2 size cold heading machine for making rivets, tyre studs, plain studs, etc. (5) A No. 2 size self-contained "Imperial" Anglo Oil Mill and (6) a 15 h.p. steam turbine dynamo.

**W. T. Henley's Telegraph Works Co., Ltd.,** Holborn Viaduct, London, E.C.1. The exhibit will consist of a range of electric cables.

**Imperial Chemical Industries, Ltd.,** Millbank, London, S.W.1. This exhibit will be extensive and interesting as it will demonstrate exactly how the firm's commercial products serve the needs of local industries.

**A. A. Jones & Shipman, Ltd.,** Leicester. A very comprehensive range of machine tools will be shown as well as "J. & S." small tools.

**Leyland Motors, Ltd.,** Leyland, Lancs. The following items will be shown:—(1) A Buffalo 6-ton chassis. (2) A Lioness six-cylinder omnibus chassis fitted with a locally built body. (3) A Hippo 10-ton tipping lorry and (4) a sectionalised six-cylinder engine similar to those fitted to the firm's Tiger and Titan passenger chassis.



A LEYLAND "LIONESS" OMNIBUS OPERATED BY AN ARGENTINE COMPANY.

**Lodge Plugs, Ltd.,** Rugby. Various models of Lodge plugs for all types of motor engines. Particular attention will be drawn to the special heavy commercial vehicle plug.

**Marshall Sons & Co., Ltd.,** Gainsborough, and **Clayton and Shuttleworth, Ltd.,** Lincoln. The products of both companies will be staged by the two firms' mutual agents Messrs. J. & J. Drysdale & Co., 440, Calle Peru, Buenos Aires. Marshalls will be exhibiting a concrete mixer of the tilting drum type; a Manumit motor roller 12 cwt. size; a diesel cold start oil engine, electric lighting type and a diesel engined road roller, 10-ton model, the latest addition to the Marshall road roller series.

Clayton & Shuttleworth will show a diesel engined tractor of 15/30 h.p. agricultural type. In addition there will be various agricultural machinery.

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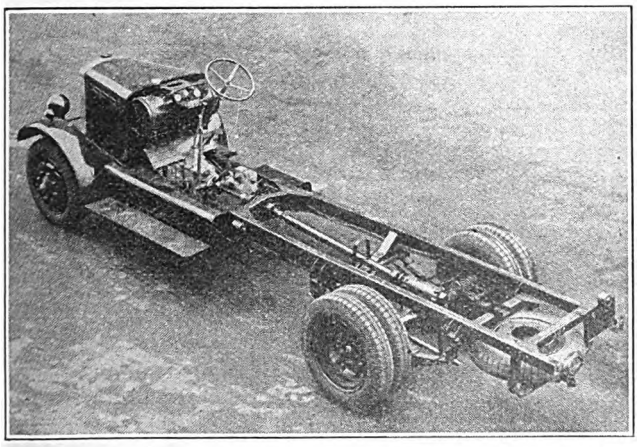
**Mercury Truck & Tractor Co.,** Grosvenor Mansions, 82, Victoria Street, London, S.W.1. This exhibit will be included on the stand of Alfred Herbert, Ltd., and will consist of photos and full particulars of the firm's various models of industrial trucks and tractors designed solely for industrial purposes.

**Merryweather & Sons, Ltd.,** Greenwich Road, London, S.E.10. The exhibition authorities have entrusted the fire protection of the exhibition to Merryweather & Sons, the world famous fire engineers of Greenwich, who have had unique experience in the protection of the largest Shows in the United Kingdom for many years past and have also undertaken similar duties at many pre-war exhibitions such as those held at Turin and Paris. At Buenos Aires there will be a special exhibition fire station and the equipment will include a powerful Merryweather "Hatfield" motor fire engine having a four-cylinder engine of 40 h.p. and a patent "Hatfield" fire pump with two speed gear, enabling it to deliver 390 gallons per minute at a pressure of 98 lbs. per square inch or 210 gallons at 165 lbs. pressure. The machine will also carry a 35 ft. "Telescala" ladder and first aid apparatus. This motor fire engine will be of the same type as that recently supplied to H.M. the King of England. There will also be a "Hatfield" trailer fire pump capable of delivering 165 gallons per minute. There will be also various other fire appliances.

**Metropolitan-Cammell Carriage Wagon & Finance Co., Ltd.,** Metropolitan Road, Saltley, Birmingham. A first class steel saloon car recently constructed for the Central Argentine Railway will be shown, also a motor bogie as fitted to railway carriages recently supplied to the Ferro-carril Central Terminal de Buenos Aires, for the inauguration of the underground service in that city. Also a model of the Sentinel-Cammell rail car being the joint product of the Metropolitan-Cammell Company and the Sentinel Waggon Works, Shrewsbury. The office on the stand will consist of a section of the Grand Luxe Sleeping cars as built by the Company for the Cie. Internationale des Wagons-Lits Company.

**Minimax, Ltd.,** Broadway Buildings, Westminster, London, S.W.1. The following "Ignex" fire appliances will be shown:—(1) The soda acid type, in 1 and 2 gallon sizes. (2) The petrol type. (3) The froth or foam type, and (4) a chain ladder fire escape. Mr. Ernest D. Kiley will be in charge of the exhibit.



THE MORRIS-COMMERCIAL 50-CWT. LEADER CHASSIS.

Morris-Commercial Cars, Ltd., Soho, Birmingham. We understand that the Morris organisation has arranged to erect the largest stand in the motor section of the Fair where the following exhibits will be seen:—(1) A 50 cwt. "RD" chassis. (2) A 30 cwt. "RE" chassis. (3) A 50 cwt. "Leader" P type chassis. (4) A 2-ton six-wheeled winch gear chassis. (5) A six-cylinder H type "Dictator" forward control passenger chassis. (6) A six-cylinder "Dictator" H type passenger chassis with normal control. (7) A special "RE" St. John type ambulance. (8) A standard four-wheel 250/400 gallon fire engine.

**Morris Motors, Ltd.,** Cowley, Oxford. There will be a range of 11 Morris cars and chassis of various types and two marine engines.

**Muir-Hill (Engineers), Ltd.,** Elsinore Road, Old Trafford, Manchester. This exhibit will be found on the stand of Societe Hector A. Rugeroni, Administraccion-y-Talleres, Herrera 527, Buenos Aires, and will consist of the Muir-Hill 60 c/m. gauge locomotive, the power unit of which can be supplied to operate on either petrol or paraffin fuel.

**G. D. Peters & Co., Ltd.,** 3, Central Buildings, Westminster, London, S.W.1. This firm, suppliers of equipment for railway rolling stock, in association with the Consolidated Brake & Engineering Co., Ltd., and the British Power Railway Signal Co., Ltd., will be exhibiting the C.B.E. vacuum brake equipment and B.P. power signalling apparatus as used extensively on the South American Railway Administrations. Also the pneumatic door operating and control apparatus as used on the London underground railways and which has been adopted by the Ferro-carril Terminal Central de Buenos Aires, for their subway cars. Also seats, seatings, fittings and furnishings of all descriptions required for railway rolling stock.

**Port of London Authority,** London, E.C.3. This Authority are having an attractive Pavilion specially built in the shipping and engineering section where the dioramas illustrating typical scenes and activities in the Port of London will be erected.

**Ransomes & Marles Bearing Co., Ltd.,** Newark-on-Trent. This exhibit will be found on the stand of Agar Cross & Co., Ltd., and will consist of a comprehensive selection of 3,000 sizes of bearings, the firm being capable of meeting every demand for anti-friction bearings of ball or roller design.

**Ransomes, Sims & Jefferies, Ltd.,** Orwell Works, Ipswich. The only product of this firm of interest to our readers will be found on Agar Cross & Co.'s stand and it will consist of one of their Universal electric trucks for use in factories, warehouses, docks, etc.

**A. V. Roe & Co., Ltd.,** Newton Heath, Manchester. This firm will carry out demonstration flying at the El Palomar aerodrome on one of their new Avro advanced training aeroplanes, and there will be various other exhibits in connection with aviation.

**Rootes, Ltd.,** Devonshire House, Piccadilly, London, W.1. The firm will be showing Humber-Hillman-Commer motor vehicles as follows:—Four Hillman cars, one being a four door saloon fitted with a four-speed and reverse gear box. Two Humber "Snipes" one being saloon finished and the other a drop-head coupe. Also a Humber pullman limousine and a 16/50 Humber tourer. Commercial vehicles will be represented by (1) Commer 2/2½-ton six-cylinder drop side lorry. (2) A 6/7-ton lorry with open platform body. (3) A 32-seater six-cylinder "Avenger" passenger chassis and (4) a 20-seater "Invader" coach which latter will be used for demonstration purposes. Mr. R. W. H. Cook, who recently took up the Rootes' Argentine representation, will be in attendance.

**Royal Mail Steam Packet Co.,** Royal Mail House, Leadenhall Street, London, E.C.3. The exhibit will take the form of an open stand on which will be exhibited scale models of the company's vessels since 1839 to the latest model liners.

**Scammell Lorries, Ltd.,** High Holborn House, 52-54, High Holborn, London, W.C.1. This firm. which has already done an appreciable amount of business in the Argentine, chiefly with the Argentine State Railways and the Public Works Department, will be showing the following:—(1) A pioneer type cross-country rigid six-wheeler fitted with a special body and cab for oilfields service. Wheelbase 15 ft. 1 in., track 6 ft. 9 in. Ground clearance 16¼ in., engine, four cylinders, bore and stroke 5 in. by 5½ in., 80 b.h.p. Detachable cylinder heads. Push rod operated over-head valves. Specialloid pistons. Duralumin connecting rods. Nickel chrome three bearing crankshaft. Forced feed lubrication. Simms magneto. Claudel carburetter with atomiser. Front axle special rocking type allowing 2 ft. articulation, mounted on centrally pivoted transverse springs. Five speed gear box, mechanical tyre pump. Shaft transmission to overhead worm. Final drive—Scammell patent, from pinion on differential shafts through idler wheels meshing with gears on road wheel shafts. The whole being enclosed in steel balanced beams oscillating on axle casing, 2 ft. articulation for each rear wheel. Transmission and four rear wheel brakes. Tyres 12.75 by 20 in. low pressure pneumatic. (2) A standard 6-ton four wheeler on pneumatic tyres 40 in. by 8 in., without body, wheelbase 17 ft. Track 6 ft. 2 in. Body space 17 ft. Engine, as above. Cone clutch. Four speed gear box. A mechanical tyre pump. Shaft transmission to overhead worm. Four wheel and transmission brakes. (3) A 5 ton trailer with Ackermann steering on 40 in. by 8 in. pneumatic tyres.

**Sentinel Waggon Works, Ltd.,** Iddesleigh House, Caxton Street, London, S.W.1. There will be only one exhibit, namely, the Sentinel-Cammell six-cylinder engined gear driven rail car referred to elsewhere.

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**Sheffield Steel Products, Ltd.,** Templeborough Works, Sheffield. This firm will be showing motor tools and a self-tipping trailer.

**Simms Motor Units, Ltd.,** Percy Buildings, Gresse Street, Rathbone Place, London, W.1. This firm of ignition specialists will show ranges of magnetos, batteries, and general ignition accessories.

**Singer & Co., Ltd.,** Coventry. A range of Singer cars including the Junior delivery van.

**Small & Parkes, Ltd.,** Hendham Vale Works, Manchester. Don brake and clutch linings, motor packings, transmission belting and other similar accessories.

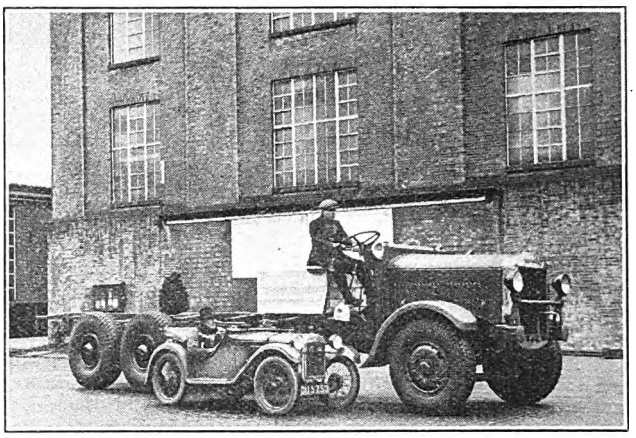
**S. Smith & Sons (Motor Accessories), Ltd.,** Cricklewood Works, London, N.W.2. Motor accessories such as clocks, jacks, hand lamps and motor accessories generally.

**George Spencer Moulton & Co., Ltd.,** 2, Central Building, Westminster, London, S.W.1. The exhibit will deal solely with india rubber applications to railway vehicles including flooring and models of their patent double buffer as fitted to wagons with side buffers and largely used in South America, and a centre buffing and draw gear for sleeping coaches as used in Chile.

**A. J. Stevens & Co. (1914), Ltd.,** Wolverhampton. The exhibit will consist of A.J.S. motor cycles and fittings and will be found on Agar Cross & Company's stand.

**Tangyes, Ltd.,** Cornwall Works, Birmingham. A 60 b.h.p. heavy fuel oil engine coupled to an electric generator, also a range of various types of pumps, lifting tackle, etc.

**John I. Thornycroft & Co., Ltd.,** Thornycroft House, Smith Square, London, S.W.1. The firm will be exhibiting in conjunction with Thornycroft (Argentina) Limitada Sociedad Anonima Comercial e Industrial of Calle Defensa 683, Buenos Aires. Six types of chassis have been shipped for exhibition as follows:—(1) A type QC rigid six-wheeled freight chassis for 12-ton loads, equipped with 102 h.p. six-cylinder engine specially designed to give good pulling at medium and low engine speeds. Power is transmitted to a single plate clutch to a four speed gear box mounted behind the engine and also an auxiliary four speed gear box. Grouped chassis lubrication, mechanical tyre pump, 42 by 10.5 front and 13.5 rear single pneumatic tyres, wheelbase 14 ft. 6 in. and 4 ft. 6 in., equipped with drawbar gear, suitable for 8-ton trailer, 12 volt lighting and starting set. (2) A type FC rigid six-wheeled omnibus chassis with 77.5 h.p. six-cylinder engine, single plate clutch and four speed gear box. (3) A type EC rigid six-wheel freight chassis for 5-ton loads. Engine as above. 40 in. by 9.75 single pneumatic tyres. Drawbar gear for 5-ton trailer. (4) A type A5 rigid six-wheel freight chassis for 3½ ton loads. 70 h.p. six-cylinder engine but otherwise as vehicle No. 2 with auxiliary gear box, 40 by 9 single pneumatic tyres, suitable for a 3-ton trailer. (5) A type JJ Long freight chassis for 6-ton loads. 57 h.p. four-cylinder engine. Wheelbase 15 ft. 6 in., 40 by 9 pneumatic tyres, single front twin rear. (6) A type A10 freight chassis for 2-ton loads, 37 h.p. four-cylinder engine. There will also be exhibited a range of Thornycroft marine engines.



A THORNYCROFT TYPE QC RIGID SIX-WHEELED FREIGHT CHASSIS FOR 12-TON LOADS ALONGSIDE AN AUSTIN SEVEN.

**Vickers (Aviation), Ltd.,** Vickers House, Broadway, Westminster, London, S.W.1. The exhibit will consist of a comprehensive range of aircraft for freight and passenger transport.

**Vulcan Motor and Engineering Co.** (1906), **Ltd.,** Crossens, Southport. This exhibit will consist of (1) a Prince 32-seater six-cylinder low loading omnibus. (2) A patent refuse collector and (3) a medium rigid six-wheeler chassis.

**C. C. Wakefield & Co., Ltd.,** Wakefield House, 30/32, Cheapside, London, E.C.2. The exhibit will be contained on the stand of Messrs. Evans, Thornton & Co., Calle Defensa 465, Buenos Aires, and will consist of a full range of the firm's famous Castrol motor oils and greases.

**Westinghouse Brake & Saxby Signal Co., Ltd.,** 82, York Road, King's Cross, London, N.1. The exhibit will consist of railway signalling and safety appliances, also vacuum brake apparatus.

## Institute of Transport.

THE following gentlemen have been elected to Membership of the Institute of Transport.

MEMBERS.

| | |
|---|---|
| Coventry, Fulwar Cecil Ashton, O.B.E. | Superintendent of Road Transport, Great Western Railway. |
| Hartley, Sir Harold, C.B.E., F.R.S. | Vice-President and Director of Research, London, Midland and Scottish Railway. |
| Trye, Henry Norwood | Traffic Auditor, London Underground Railways, and L.G.O.C. Group, etc. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Bond, Alfred Joseph | London, Midland and Scottish Railway (Liverpool). |
| Hunt, Samuel Albert | Cartage Operation Section, Great Western Railway. |
| Robinson, Alan James | District Superintendent (Cornwall), Western National Omnibus Co., Ltd. |
| Smith, Wilfred Harry | Assistant Traffic Superintendent, Birmingham Corporation Tramway and Omnibus Department. |
| Steele, Findlay | South African Railways and Harbours (Durban). |
| Vernieux, Louis Eugene | Acting Assistant Traffic Manager, Calcutta Tramways Co., Ltd. |

ASSOCIATE.

| | |
|---|---|
| Fraser, Laurence Gordon Hamilton | Traffic Manager, The Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd. (Wolverhampton). |

## Institute of Transport.

### Metropolitan Graduate and Student Society.

THE Eighth Annual Reunion of the Metropolitan Graduate and Student Society of the Institute of Transport was held in London on January 15th, last. The company numbered about 80, and included many Ladies.

Among those present were:—Sir Henry Maybury, K.C.M.G. (Honorary Treasurer and Past President of the Institute), Mr. Roger T. Smith (Past President), Mr. R. J. Howley, C.B.E. (Vice-President), Mr. A. L. Castleman, Major Gen. S. S. Long, C.B. and Mr. A. W. Arthurton (members of the Council), and other prominent members of the Institute.

The Chair was taken (in the absence of the Chairman and Vice-Chairman of the Society, the holders of these Offices having recently been promoted to positions in other parts of the country) by Captain A. G. Course.

The Toast of the Society was proposed by Sir Henry Maybury, K.C.M.G., in an admirable speech. Mr. R. M. Wheatley submitted the Toast of the Visitors, which was replied to by Mr. R. J. Howley, C.B.E.

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# In Parliament.

**Air Services to India and Australia.** Asked what steps had been taken to carry out the resolution passed by the Imperial Conference for an extension of the regular weekly air service between England and India as far as Australia at an early date? **The Under-Secretary of State for Air** (Mr. Montague) said that proposals had been submitted by Imperial Airways, Ltd., for the extension of their England-India air service to Australia. After examination these proposals had been forwarded to His Majesty's Government in the Commonwealth of Australia, the Government of India, and the Government of the Straits Settlements for consideration.

**London Traffic. Mr. Oswald Lewis** asked the Minister of Transport when he proposed to introduce a Bill for the co-ordination of the tube railways, omnibus, and tramways services of London. **Mr. Herbert Morrison** said that discussions were still proceeding with the various authorities and bodies concerned but he was not yet in a position to announce a date for the introduction of the Bill.

**Washington Hours Convention. Mr. White** asked the Prime Minister if it was the intention of the Government to proceed with the Bill to ratify the Washington Hours Convention? **Mr. Philip Snowden,** who replied, said that the Government wished to proceed with the Hours of Industrial Employment Bill, but his right hon. Friend could not say when the further stages of the Bill would be taken.

**Single-Deck Omnibuses in London.** Asked whether in view of the proposed exclusion of motor coaches from certain London streets, he proposed still to allow single-decker omnibuses to use these streets? **Mr. Herbert Morrison** said that the proposed draft regulations would not affect stage carriages plying for hire by short stages as defined in the Road Traffic Act, 1930, that is, they would not affect ordinary omnibus services. If, therefore, single-deck omnibuses were used on such services, they would not fall within the scope of the regulations.

**Motor Coaches in London.** Answering a series of questions regarding the proposed regulations for restricting motor coaches in Central London, **Mr. Herbert Morrison** (Minister of Transport) said (*inter alia*) that specific complaints as to the congestion caused by motor coaches had been received from the Commissioner of Police of the Metropolis as well as from private individuals. No distinction was made in the draft regulations between companies which had been in existence since a certain date and other companies. The Draft Regulations applied generally to public service vehicles other than contract carriages or stage carriages plying for hire by short stages as defined in the Road Traffic Act, 1930. **Mr. Mills:** does not the remedy lie in the erection of proper coaching stations, in the same way as railway companies have to provide railway stations? **Mr. Morrison:** Partly, that is the case, and I have no doubt the policy which we are pursuing will encourage that to be done.

**Road Service Licences. Vice-Admiral Taylor** asked the Minister of Transport whether he had yet issued his directions to the area traffic commissioners recently appointed under the Road Traffic Act, 1930, with special regard to those motor coach services which had been licensed by existing licensing authorities; and to what extent the repeated warnings as to licensing new services which he issued subsequent to the passing of the Road Traffic Act, 1930, had been violated? **Mr. Herbert Morrison** said he had not issued directions to the area traffic commissioners on this subject. They were bound under the Road Traffic Act, when considering an application for a road service licence, to have regard to the extent to which the service proposed was necessary or desirable in the public interest. He had no means of ascertaining the extent to which the warnings referred to had been disregarded, but he saw no reason to doubt that this was a matter which the traffic commissioners would take into consideration in deciding on applications for road service licences.

**Heavy Loads on Highways.** Asked if his attention had been called to the conveyance by road, recently, of a large ship's boiler from Liverpool to London; if he was aware that this vehicle not only caused damage to the public highway but also dislocation of traffic along the Watling Street; and what steps he would take to prevent such a vehicle loaded in this way travelling on the roads in future? **Mr. Herbert Morrison** (Minister of Transport) said he had seen references in the Press to the conveyance of a large boiler by road. The movement of such articles by road must, in the interests of trade, be permitted on occasion, particularly when the articles in question were outside railway gauge. Highway authorities had their legal remedy in respect of damage occasioned by extraordinary traffic and further, in the Motor Vehicles (Authorisation of Special Types) Order, 1931, which had been recently made, it was provided that anyone using a special vehicle for the conveyance by road of an exceptional load should give notice to the highway authority and that such notice should contain an indemnity in respect of any damage caused to any road or bridge by reason of the construction of the vehicle or the weight transmitted to the road surface not being in accordance with the general Regulations as to the construction and use of motor vehicles.

**Motor Head Lights. Mr. Freeman** asked the Minister of Transport whether he was able to state when he would introduce regulations for controlling dazzle from motor head-lamps and whether, when framing such regulations, he would leave the way open for any approved permanent lighting system which would be free from dazzle and yet give an effective driving light so as not to perpetuate exclusively the system of dipping? **Mr. Herbert Morrison** replied that he was about to circulate to the motoring organisations and to other bodies interested in the matter a draft of regulations which he proposed to make on this subject. Any regulations which might be made could be varied at any time in accordance with the progress made in invention and design.

**Horse-Drawn Vehicles in London. Lieut.-Commander Kenworthy** asked the Minister of Transport whether he had any recent statistics showing the number of horse-drawn vehicles for the carriage of goods in regular use in the London area under his jurisdiction; and if he had reason to believe that the number of these horse-drawn vehicles was increasing? **Mr. Herbert Morrison** said that no information was available relative to the number of horse-drawn vehicles in regular use in London, but during a census taken one day in 1930 for a period of 12 hours at a number of important points in the London area, the number of horse-drawn vehicles registered as passing those points was about 30 per cent. less than the number recorded in 1927. **Lieut.-Commander Kenworthy:** What steps is the Minister of Transport taking to deal with this matter? **Mr. Morrison:** There are suggestions that horse-drawn vehicles should be prohibited in certain areas in London, but there is very strong opposition to that also. I think the figures indicate that the problem is in a fair way to solve itself. **Colonel Ashley:** Are not horse-drawn vehicles, especially in the City of London, very useful indeed for the purposes of trade? **Mr. Morrison:** There can be no question that as a matter of sheer transport economics, for short distance journeys, with frequent stoppages, the horse is still the more economical.

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**Tyneside-made Traffic Robots.**—The automatic street traffic control apparatus made on Tyneside by Messrs. J. H. Holmes & Co., Ltd., of Newcastle and Hebburn, is being shown at the Birmingham section of the forthcoming British Industries Fair. The company is now associated with Messrs. Reyrolle & Co., Ltd., of Hebburn.

**Damage by Overloading.**—The General Purposes Committee of the Chorley Corporation has considered the question of the serious damage which is caused by the excessive overloading of commercial vehicles necessitating the expenditure of large sums of public money for maintenance and has decided to make representations to the superintendent of police that action be taken in all cases in which an offence is committed.

**Controlographs.**—At the Licensing Committee of the Bournemouth Corporation, a letter was received from Mechanical and General Inventions Co., Ltd., with respect to the use of the controlograph on public service vehicles. The town clerk was instructed to inform the superintendent and the firm concerned that the Council considers this a matter for the Ministry of Transport to deal with.

**Newcastle's New Transport Era.**—A vision of the time when Newcastle may become the hub of a new industry which will revolutionise road transport is conjured up by the news that Messrs. Sir W. G. Armstrong, Whitworth & Co. (Engineers), Ltd., have entered into an agreement with the Saurer Co., of Switzerland, to manufacture in this country Diesel-engined motor lorries.

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# Road Transport in Scotland.

**Aberdeen Purchases Buses from Glasgow.**—At a recent meeting of the Aberdeen Town Council, the suggestion of the Transport Committee to purchase eight single-deck buses from Glasgow was agreed upon. The vehicles are all of the Albion type, and are now being overhauled and repainted. They should be fit for service again in April ready for the summer services.

**Transport Inquiry in Glasgow.**—A Ministry of Transport inquiry was held last month into the proposed extensions of Glasgow Corporation bus services to Clarkston and Newton Mearns, both places being outwith the city boundaries. Objections were lodged by several private bus companies, who were already catering for passengers between Glasgow and the two places in question. Similarly the L.M. & S. Railway Company which has two stations on the new route entered objection. The solicitor in Scotland for the L.M.S. Railway stated that since August, 1928, the Company had had power to run their own buses on the Mearns road, and that they had never done so was in keeping with their general policy. If they had exercised that right there would probably have been a condition of affairs in the matter of competition similar to that existing among and between the railway companies down to the beginning of the present century—a kind of competition which was regarded as having been insane, and which was universally condemned. That the Company did not exercise their right was, he thought, a wise policy, not only in the interests of the Company but also of the general public. The Minister of Transport's decision is awaited.

**Opening of Glasgow's Extension to Municipal Bus Garage.**—During his visit to Glasgow last month Mr. Herbert Morrison, M.P., Minister of Transport, performed the opening ceremony at the extension of the Larkfield Garage which will accommodate 160 municipal buses. The new portion of the garage contains many striking features, the main bay being 140 feet in width with a single span and no intervening pillars. A smaller span of 40 feet is equipped with 14 inspection pits, each of which is adequately illuminated. Interconnecting passages provide safety exits for the mechanics in case of fire or gas in any pit. Special attention has been paid to heating and ventillation, and ejectors specifically designed are employed for drawing off carbon monoxide gas from the engine exhausts, while warmed air is forced up through gratings in the floor below the engines. The cleaning and washing bays are equipped with water "guns" and brushes, the liquid being supplied under 300 lbs. pressure to ensure effective and quick removal of mud and dirt. The whole garage is regarded as being one of the most up-to-date in Europe and probably one of the largest municipal bus garages in the world. The Corporation are contemplating the erection of a new bus garage at Knightswood with accommodation for 200 buses. The necessity has arisen owing to the tremendous growth of the population in this area during the past five years. Other parts of the city have been surveyed with the object of establishing depots at convenient points.

**Dundee Council to Buy Transport Undertaking.**—At a special meeting of the Dundee Town Council last month it was decided to negotiate for the purchase of the Dundee, Broughty Ferry and District Tramways Co., Ltd., at a price not exceeding £25,000. In moving for the proposed negotiations, Mr. R. A. Scrimageour, convener of the Transport Committee, said that their cars had been running at a loss on the route, and since the buses had been put on as a supplementary service they had been running at a loss also. Neither the Transport Department nor the city could consider for a moment running a service incurring losses which ran into thousands of pounds in a year. Dual control was impossible. Their part of the tramway track was in need of repair—a job which would cost £50,000 if the tramway system was perpetuated. Should the motion be adopted they would certainly abandon the tramway system.

**Traffic Commissioners' Inaugural Meeting.**—The procedure for carrying out the new traffic regulations under the Road Traffic Act were arranged by the Transport Commissioners for Southern Scotland at an inaugural meeting in Edinburgh on January 30th. A census has been taken of all the road transport vehicles in service throughout the area. It is believed that the Commissioners are likely to agree that inquiries should be decentralised, and it is practically certain that all inquiries dealing with applications for new bus services affecting Glasgow and the West of Scotland will be held in Glasgow.

# Institute of Transport.

## Revised Institute Examination Regulations and Syllabuses.

THE revised Institute of Transport examination regulations and syllabuses which will come into force on October 1st, next, have now been published, and copies may be obtained upon application to the Institute.

Both the regulations and syllabuses show important alterations to those at present in force.

NEW ARRANGEMENTS.

### Graduateship Examination.

The Graduateship examination is divided into two parts. Either part may be taken first or both parts may be taken together. Candidates entering for both parts, and passing in one part only, may, upon the recommendation of the examiners, be credited with that part.

Part I. 1. General Economics. 2. Elements of statistics. 3. Elements of transport. Part II. 4. *One* of the following: (*a*) Modern foreign language. (*b*) Economic geography. (*c*) Mathematics. 5. Elements of the law of inland carriage, *or* Elements of the law of ocean carriage. 6. Essay.

Candidates for admission to either part or both parts of the Graduateship examination must be Students of the Institute of Transport. Candidates for both parts, or for a second part (*i.e.*, part II. or part I. after having previously passed part I. or part II.) must be at least 18 years of age and must be engaged and have had not less than one year's approved service with one or more of the principal transport undertakings or other organisations recognised as such by the Council.

Subject to compliance with the regulations in all other respects, candidates may apply for exemption from the Graduateship examination as follow:—Total exemption on the grounds of having passed the final examination of a British University recognised by the Institute, for a degree in commerce or economics with transport as the main subject. Total exemption on the grounds of having passed in a class satisfactory to the Institute during the preceding 3 years, an examination co-extensive with the Institute Graduateship examination, and conducted by a recognised British University or transport undertaking. Exemption from groups 4 *and/or* 6 on the grounds of being graduates of British Universities recognised by the Institute. Exemption from any of the groups 1, 2, 4 *and/or* 6 on the grounds of having passed with corresponding subjects therein, an intermediate or final degree examination of a British University recognised by the Institute.

Conditions are laid down under which total exemption from the Graduateship examination might in special cases be granted on the grounds of age and experience.

### Associate Membership Examination.

The Associate membership examination is divided into two parts. Both parts may be taken together or separately, but part II. may not be taken before part I. Candidates entering for both parts together and passing in part I. only may be credited with that part; a pass in part II. only will not be so credited. Part I. 1. Rights and duties of transport undertakings. 2. Transport finance *or* Advanced statistics. Part II. 3. *One* of the following:—(*a*) Economics of railway transport. (*b*) Economics of road transport. (*c*) Economics of port administration and inland water transport. (*d*) Economics of air transport. 4. *One* of the following:—(*a*) Railway transport operation. (*b*) Road transport operation. (*c*) Port and inland water transport operation. (*d*) Air transport operation. Candidates for admission to either part or both parts of the Associate Membership examination must be Graduates of the Institute of Transport. Candidates for both parts or part II. must be at least 21 years of age and must be engaged and have had not less than three years approved service with one or more of the principal transport undertakings or other organisations recognised as such by the Council.

Subject to compliance with the regulations in all other respects, candidates may apply for exemption from the Associate Membership examination as follow:—Exemption from groups 1, 2, 3 *and/or* 4, on the grounds of having passed in a class satisfactory to the Institute during the preceding 3 years an examination co-extensive with the subject or subjects from which exemption is desired, and conducted by a recognised British University or transport undertaking.

Further information may be obtained from the Secretary, Institute of Transport, 15, Savoy Street, London, W.C.2.

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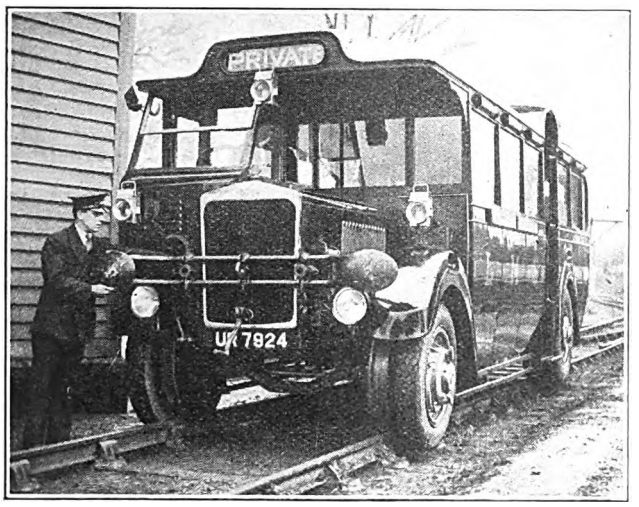
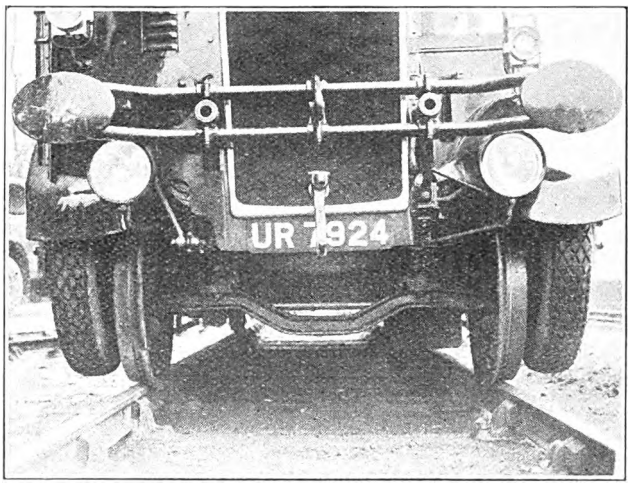
# The Karrier "Ro-Railer" Vehicle.

A NEW type of vehicle under the name of "Ro-Railer" has been adopted by the London, Midland and Scottish Railway having been designed and built by Karrier Motors, Ltd., of Huddersfield, in co-operation with the railway company's road motor engineer, Mr. J. Shearman. Trials took place on 22nd January at Redbourn, Herts., and proved highly satisfactory as indeed there is no reason why they should not.

We noticed it is claimed that this vehicle is the first yet constructed that can travel either on rail or road. There are many of us, however, who have been connected with the road transport industry long enough to know that this is not the case. There was the "Jonesway" road rail steam lorry designed in 1905 in the days before rubber tyres were fitted to heavy motor lorries. (An article describing the "Jonesway" wheel appeared in our issue of November, 1905.—Editor). The "Jonesway" vehicle, therefore, did not require two sets of wheels but merely a modification of its steel tyres to enable it to run on either road or rail. We believe, too, more recently, road rail equipments have been tried on one or more of our African Colony Railways, though we have not heard that their use was continued.




TWO VIEWS OF THE KARRIER "RO-RAILER" AS SUPPLIED TO THE L.M.S. RAILWAY.

The reason that this type of vehicle has not developed sooner is simply that there has been no opportunity to apply it practically until our home railways obtained road transport powers, that is to say, there has been no co-operation between road and rail transport.

As the vehicle's name suggests and as can be seen from the accompanying photographs, it is simply a vehicle built, on motor coach lines, which can run on either road or rail and the system can be applied to any road vehicle and should be particularly useful to the railway companies in certain districts. It can run on rail either under its own power or it can be attached to goods or passenger trains.

The advantages of this type of vehicle to the railways are obvious. It is doubtful whether the railways will extend, by arrangement, facilities to ordinary road transport concerns and, therefore, for the time being it must be regarded only as a new type of railway rolling stock.

The wheel adjustment for adaption from road to rail or *vice versa*, occupies a matter of 2½ to 3 minutes only.

The road wheels are concentric with the rail wheels when the vehicle is running on the road, but when it is to be transferred to the rail, the former assume an eccentric position in relation to the rail wheels. Two eccentrics per wheel are employed in this particular design which enables as much lift to be obtained as is allowable by the wheel rim diameter. The mechanical arrangement, for making the change over, provides for light manual effort. Furthermore, when the road wheel is in a lifted position there is only one bearing in the mechanism which possesses any relative velocity to the main hut; in other words all the road wheel mechanism remains stationary whilst the road wheel is out of action.

In the case of the rear wheels, a direct drive from the axle shaft is achieved from the medium of the hub directly to the rail wheel, in a similar manner to the orthodox method of driving a road wheel on an ordinary vehicle and the drive is cut off from the road wheel by disconnecting two pins which are utilised to secure the road wheels in an eccentric position to the slipper block structure. This structure, one for each wheel, is a device which provides support for the road wheels in their raised position whilst permitting vertical relative movement between the axle and the frame when the vehicle is on the rail.

There is no load on either the slipper block structure or the pins, except that immediately required to overcome the static friction between the inner bearing of the inner eccentric and the driving hub when commencing to move on the rail. The pins are, however, of robust dimensions for they are the medium through which the road wheel drive is taken when the vehicle is running on the road. It is of fool-proof design, that is to say, the pins cannot be inserted into the wrong holes. Moreover the slipper block is so designed that it has in its body an automatic lock which prevents the pins from becoming loose by vibration. When the road wheels are driving, the rail wheels are also revolving, the connection being made through the outer portion of the hub end which is keyed on a tapper to form a connection between the hub and the driving wheel. An important feature for eliminating the noise due to vibration of the flanged wheel on the rails is the adoption of the Lang laminated wood wheel which provides both resiliency and strength.

As for the chassis, it differs little from the orthodox Karrier road type and it is pointed out that the addition of a rail wheel in no way interferes with the steering. There is an additional gear box for gearing up purposes when travelling on rail.

The engine is a six cylinder unit having a bore of 100 mm. and a stroke of 140 mm. of 65/110 h.p. (37.2 R.A.C. rating).

The bodywork for this particular coach was built by Cravens, Ltd., of Sheffield.

The principal dimensions are as follows:—Wheelbase 17 ft. 1 in.; road wheel track 6 ft. 3½ in.; rail gauge 4 ft. 8½ in.; maximum road speed 60 m.p.h.; maximum rail speed 75 m.p.h. Petrol consumption, road 8 m.p.g., rail 16 m.p.g. Load capacity 26 passengers or 3 tons net. Overall length 26 ft.; overall width 7 ft. 5½ in. Unladen weight complete 7 tons, 2 cwt., 2 qrs.

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**Idle Shipping in Tyne.**—It was stated at the January meeting of the Tyne Commission that there were no more berths available for laid-up tonnage in the River, and that this congestion was preventing work coming to the Tyne.

**Signs of the Times.**—The Jersey Railways & Tramways Ltd., is seeking authority to close its railway between St. Helier and St. Aubin from October 1st to April 30th. The Company has an active motor coach service.

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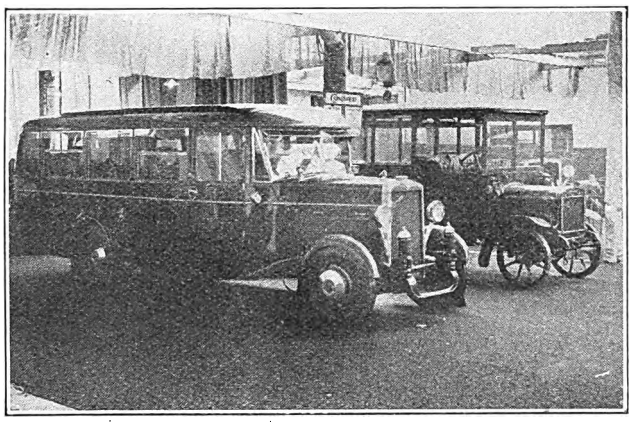
# Commer Cars, Luton.

AN interesting event took place on January 14th, when a large party of transport vehicles owners and commercial vehicle dealers, numbering, with members of the press, some 400 in all, visited Luton at the invitation of the Directors of Commer Cars, Ltd.

Proceeding by special train from St. Pancras, the party were met by a fleet of Commer Car passenger vehicles and taken straight to the Works where a comprehensive



"MISS MODERN" A 14-SEATER COMMER LUXURY COACH WITH A COMMER STATION BUS BUILT IN 1911.

exhibit of Commer Car Vehicles had been prepared for the inspection of the visitors. Some 40 models in all were on view, showing a comprehensive range both of goods and passenger carrying vehicles ranging from a 40/50 truck and 6/7 tonners and 14/32 seaters. Particular interest was taken in the 40/50 cwt. commercial lorry which H.R.H. The Prince of Wales was taking out for use on his South American Tour. The Directors are to be congratulated upon this achievement, particularly as the private cars which are being used by the Prince are Humber cars, made by Humber, Ltd., Coventry, the senior partner of the Humber-Hillman-Commer combine.

Another interesting exhibit which attracted a great deal of attention and interest comprised two vehicles side by side, of which we give an illustration. The first is a Commer town bus, built 20 years ago, but still in every-day use, whilst in close proximity was the most modern type of motor coach, with every luxury for comfort and ease in travelling.

Following the inspection the visitors were entertained to lunch, Lt.-Col. J. A. Cole, O.B.E., J.P., presiding, supported by Messrs. W. E. and R. C. Rootes, the Directors of the export organisation which has done so much to enhance the reputation and extend the business of the combine throughout the world. Amongst the guests were Sir Harry Brittain, Sir George May, Bart., of the Prudential Assurance Co., Sir George Beharrell, of the Dunlop Rubber Co., and Mr. C. H. Osborne, the Mayor of Luton.

After luncheon Col. Cole gave a brief outline of the progress of the company and read an imposing list of foreign and dominion countries from which orders had recently been obtained. Other speakers were Sir Henry Brittain, the Mayor of Luton, and Sir George Beharrell.

Immediately at the conclusion of the luncheon the guests were conducted to a large open space at the side of the works, some three acres in extent, where they witnessed the felling of a chimney nearly 150 ft. high. This was part of a disused factory now being pulled down to make way for the erection of further extensions of the works.

The party was then divided up into groups and made a tour of the works, each under the guidance of a member of the staff and they were in this way able to see the up-to-date machinery and the splendid organisation of the works which produce the well known Commer Car commercial vehicles.

# Aviation in Scotland.

FROM all accounts there is little prospect of any real development of commercial flying services taking place during the present year, and many business people are at a loss to understand why Scotland is content to lag behind in this important matter. In the past four or five years various schemes for the inauguration of flying services between the chief centres of Scotland and other parts of Britain have been talked about, but nothing tangible materialised. One particular proposal was the formation of a regular service between Glasgow and Belfast, and at the time there was every reason to feel assured of good patronage. But after months of negotiating with the civic authorities concerned the scheme had to be abandoned owing to the difficulties which loomed up in the arrangements for aerodrome facilities. Similarly, the proposed Glasgow, Edinburgh, and Aberdeen service was dropped for the same reasons.

The feeling of many people in Scotland is that the development of air services north of the border will only materialise when concerns such as Imperial Airways take the matter in hand.

Speaking at the Glasgow Rotary Club on January 27th, Mr. Grierson Macara said: "The problems of vertical flying will have to be solved before Glasgow business men can fully take advantage of air services." He held out no immediate hope of flying services for Scotland, and he read a message from Sir Eric Geddes, Chairman of Imperial Airways, Ltd., which confirmed this view. The message was as follows:—

"It has been a great regret to me and to Imperial Airways that it has not so far been found possible to operate a satisfactory air service within Great Britain. The country is so well provided with excellent railways with terminii in the centres of towns that air services, which have to operate as they do now, from aerodromes well outside the main towns, do not in the circumstances realise the saving of time that is desired.

"In addition, the weather conditions, particularly in the North, are unfavourable for the operation of air services all the year round, and it is doubtful whether summer services, with their inevitably greater cost than all-the-year-round services, could be offered in the present state of development of aviation at a price attractive to the traveller.

"At the same time, I feel that we are perhaps serving the interests of Scotsmen even more than of Englishmen, Irishmen or Welshmen in the development of our air routes. Wherever one goes abroad, the preponderating representatives of our race are Scotsmen.

"Scotland has not been forgotten in the development of air services by Imperial Airways, and the Company has always in mind the development of internal services in Great Britain as and when suitable and advantageous opportunities arise."

**Increased Cargo Shipping Trade at Cork During 1930.**—At a meeting of the Cork Harbour Board last month, some interesting details of the trade done at the port of Cork during 1930, were given by the Chairman, Mr. R. Wallace, who said he was pleased to observe that the cargo shipping trade of the port was 367,776 tons for the past year as compared with 283,959 tons in 1929, which was practically an increased tonnage of 84,000 for cargo shipping. Cross-Channel tonnage was up by 79,000 tons.

**Wheelbarrow a "Vehicle." French Court's Decision.**—A wheelbarrow is as much a vehicle as a motor lorry and should be properly lighted after dark, was the opinion given by the Court of Saint-Brieuc, Brittany, in acquitting a motorist who was charged with running over a 50-year-old peasant. The latter, says Reuter's Paris Correspondent, might have been taking a walk at the time, but as he happened to be trundling his barrow, he became technically in charge of an unlighted vehicle, so the motorist was not to blame.

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# Motor Coach and Bus Notes.

**40 More Buses for Manchester.**—Another Manchester tram track is to be superseded by motor buses—the Middleton route. The municipal transport committee proposes to approach the Middleton and Prestwich authorities, who are also interested in the operation of these services, to consider the terms of abandonment and to consult with the Salford Corporation about any necessary changes in the existing routes. Mr. R. Stuart Pilcher has reported to his committee that people who lived at such distances from the city preferred to travel by motor bus. He understood that Prestwich and Middleton will welcome tramway abandonment on reasonable terms. The Transport Committee has decided that the order for the 40 additional buses which they have been authorised to purchase, should be placed with Messrs. Crossley Motors, Ltd.

**60 Year Old Service.**—Pearsons, the motor coach proprietors of Shaw Street and Old Haymarket, Liverpool, make a public announcement in which they refer to their 60 years standing in the city and pioneers in the motor coach business. Having been refused sanction to their licences in Bangor and Caernarvon on the Liverpool-Caernarvon service, even though no regular road service had been operated direct from Liverpool, they invite the signatures of the Liverpool public to a petition, also residents of Connah's Quay, Flint, Bagillt, Prestatyn, Rhyl and all Welsh coastal towns, including Bangor and Caernarvon, who would be prepared to support their efforts with this service. They offer to remit all postages and intimate to the public where the petitions may be signed.

**More Rationalisation.**—An important conference, which took place at Blackpool last month, gives promise of the co-ordination of the passenger transport services of the Fylde area. The parties to the conference were:—Major Hickmott, of Ribble Motor Services, Ltd.; Mr. Ashton Davies, general superintendent (Passenger and Commercial) of the L.M.S. Railway Company, and representatives of the Blackpool Corporation Transport Committee. An endeavour is being made to see if an arrangement of time tables can be made so as to avoid wasteful mileage and to give the public a more stabilised service. If co-ordination comes about, there will possibly be created a joint board consisting of representatives of the Corporation, the Railway Company and the Ribble Motor Services.

**Recreative.**—The United Automobile Services staff are holding a carnival ball at the Oxford Galleries, Newcastle, this month. Their Durham colleagues made merry at the Princess Ballroom recently.

**Bus Application Rejected.**—South Shields Watch Committee has rejected an application by National Coachways, Ltd., London, for sanction to run a service of motor coaches between London, South Shields, Edinburgh and Glasgow. National Coachways opened an office in Newcastle recently, and have modern-type coaches on the London-Scottish route.

**New Offices for the United Automobile Services, Ltd.**—New main offices for the United Automobile Services, Ltd. (Northumberland district), have been opened at 4, Portland Terrace, Jesmond, Newcastle. The district offices have been at Blyth since the company started operating in Northumberland 10 years ago. The change is to centralise the control of the firm's numerous long and short distance services from Newcastle, and the new offices are close to the Company's great garage in Jesmond Road on which work proceeds busily.

**Sunderland's Transport Revenue.**—An increased revenue on the buses and a falling off in the receipts from the trams are revealed in the Sunderland Tramways Committee's estimate. It is calculated that the working of the department, despite the depression in trade, will show a profit of £23,075, which is only £1,617 less than that earned in the previous year. The cost of running the service for the ensuing year will be £110,906, an increase of £5,034 on last year's actual cost. The income from the trams was £128,819, and the estimated income for the coming year is £124,540. The bus service income last year was £15,591, and that for the ensuing year, consequent upon the services having been increased, is estimated at £35,000.

**Belfast Transport.**—The Belfast Omnibus Company is now building its own bus bodies in Belfast, and the first completed coach has just been put into service. These bodies will be mounted on A.E.C. "Regal" chassis, twenty of which were recently ordered. The new coaches embody all the latest improvements in bus construction, with good visibility and headroom for passengers, accommodation for personal luggage, and a ventilating system which ensures fresh air without a draught. The company also have under construction several de luxe sun saloon coaches, which will be used for long distance tours throughout Ireland in the coming summer. Mr. J. Courtney is the chief engineer of the company.

**Lower Fares.**—At the Watch Committee of the Brighton Corporation, a letter was received from the Southdown Motor Services, Ltd., requesting that, in view of the fact that the tram fare to the Dyke Road terminus has now been reduced to 2d., the Council will agree to the Company reducing the minimum fare on its buses from 4d. to 3d. The Committee agreed.

**Vehicle Inspection Fees.**—The Watch Committee of the Bradford Corporation has re-appointed Mr. R. Melhuish, A.M.I.A.E., for the ensuing year to make expert examination of motor vehicles in respect of which application is made to the Committee for licences to ply for hire within the city at fees of 5s. in respect of each vehicle inspected in connection with the annual inspection of vehicles, and 10s. 6d. in respect of each vehicle inspected otherwise than in connection with such annual inspections.

**Road Traffic Act.**—At the Watch Committee of the Tynemouth Corporation, the town clerk reported that he had received a letter from the Minister of Transport stating that the requirements that bus and motor coach services shall not be operated except under a road service licence, granted by the Traffic Commissioners would not become operative before 1st April, at the earliest, and asking that local authorities should continue to grant the necessary bus, bus drivers' and bus conductors' licences in the meantime.

**Chairman of Joint Omnibus Committee.**—Alderman Bailey has been appointed Chairman of the Sheffield Corporation, L.M.S. and L.N.E. Railways Joint Omnibus Committee for the year 1931.

**Licences granted and recommended.**

The Watch Committee of the Carlisle Corporation has granted a licence to Messrs. Percival, Ltd., for a service to Blackwell.

At the Licensing Committee of the Dorchester Corporation, a letter was received from the Victory Motors (Weymouth), Ltd., asking for permission to operate an omnibus service in Dorchester. The circuit suggested is in the formation of the figure 8, and it is proposed to charge a fare of one penny for any distance and to improve the service as it is found necessary for the public requirements. The Committee recommends granting permission for this service to be operated.

The Watch Committee of the Chorley Corporation has received a letter from Mr. Oliver Hart, of Coppull, applying for hackney carriage licences to ply for hire in the borough in connection with a direct service between Southport and Chorley, via Welch Whittle and Coppull, and stating that he is at present running a service from Southport to Croston and has been granted licences to extend this service to Coppull via Eccleston and Heskin, which he desires to extend to Chorley. The Committee granted the application subject to satisfactory time-tables.

Southwold Corporation has granted an application by the Hillman Saloon Coach Co., of Romford Road, Stratford, for three licences for coaches to run a Southwold-London service during the year.

The Licensing Committee of the Otley U.D.C. recommends granting the application of the West Yorkshire Road Car Company for permission to run a bus service between Otley, Fewston and Timble.

Coalville U.D.C. has licensed motor buses which are to be run by the Birmingham & Midland Omnibus Co., in place of the passenger trains between Loughborough and Nuneaton.

The Licensing Committee of the Newbury Corporation has granted bus licences to Mr. J. Prothero, of Beedon; Mr. C. R. Tibble, of St. Mary Bourne, and Mr. A. E. Blake, of Baughurst.

The Watch Committee of the Manchester Corporation has granted permission to the Corporation Transport Committee to run a service of buses along Oldham Road and Butler Street for a period of three months and to run top-deck buses on the Manchester-Altrincham route.

The Watch Committee of the Manchester Corporation has granted permission to Mr. John Bennett to run a motor omnibus service from the city.

The Watch Committee of the Chorley Corporation has granted four bus licences to the London, Midland and Scottish Railway Company and the London and North Eastern Railway Co.



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# Birmingham Horse and Motor Vehicle Owners' Association.

## Annual Meeting and Dinner.

THE Annual General Meeting of the Birmingham Horse and Motor Vehicle Owners' Association was held at The Exchange Restaurant, Birmingham, on January 29th last. In the absence of the President, Mr. Lawrence C. Tipper, **MR. O. CECIL POWER** presided, and the Meeting was well attended.

The report of the Executive Committee for the past year was read by the Secretary, Mr. Thomas Hawkins, J.P.

Reference was made to the continued progress of the Association and its very satisfactory financial position.

The Committee regrets to record the death of Alderman Sir David Brooks, G.B.E., who was a loyal supporter and friend of the Association for over twenty years.

The Committee is pleased to record the appointment of Mr. J. H. Stirk, J.P., for several years Vice-Chairman of the Association, as Traffic Commissioner for the East Midlands Area under the Road Traffic Act, and, whilst regretting the loss of his services, hopes that his office will be congenial and satisfactory to him and that he will be happy in his new sphere.

During the year many important developments have arisen affecting Road Transport, particularly the placing of the Road Traffic Act on the Statute Book. This Act makes many vital changes in both Goods and Passenger Transport and undoubtedly will cause anxiety and will necessitate a good deal of thought in effectively carrying out the provisions enumerated. Through the agency of representative Employers' Organisations, with whom the Association is directly and indirectly affiliated, concessions have already been obtained and it is anticipated that further assistance to the Industry will be forthcoming as a result of negotiations still pending.

The prohibition of Heavy Transport from crossing over Bridges owned and controlled by Railway and Canal Companies, due to their alleged insufficient strength, has caused a great deal of irritation and trouble during the past year. It is pleasing to note that the Royal Commission on Transport's recent report recommends that such Bridges should be modernised and made suitable for present day traffic forthwith, and it is hoped that this work will be carried out expeditiously.

A Bill entitled "Hours of Industrial Employment Bill" is now before Parliament suggesting an 8-hours day, which, if passed, would be a very serious handicap to the Transport Industry, and it would be very difficult indeed to carry on transport work efficiently under such limitations. Every effort will be made to oppose the measure in due course if need be, but it is hoped that our Legislators will not proceed with a proposal which is likely to seriously handicap the Industry, particularly during the present state of trade depression.

The Committee has endeavoured to advance the interests of the Members and the Transport Industry as a whole. A proposal has been put forward that a reduction in the number of buses traversing the Central Streets would materially assist in relieving the congestion in the City Centre and thereby dispose of proposals to inflict unnecessary stated hours for the delivery of coal and goods and other heavy merchandise. Whilst the Members of the Association are willing and desirous of making co-operative efforts and sacrifices, they are not inclined to do so unless the Municipal Departments and other Trading Organisations are willing to act on the same lines.

It is satisfactory to report that the relationship between the Association and the Municipal Authorities continues to be most friendly and general matters arising from time to time have been satisfactorily dealt with.

The various Sections of the Association have been actively engaged. Regular Meetings have been held and well attended and good progressive results have accrued.

The Co-operative Society which is allied to the Association has had a very successful year. The Management Committee invite the Members of the Association to take advantage of the benefits to be obtained from Membership.

The Meetings of the Executive Committee have been well attended and every effort has been made to maintain and advance the general interests of the Members and the Transport Industry in general, and it is hoped that the Members will appreciate and approve the work accomplished.

The Auditor's Balance Sheet was presented by the Hon. Treasurer, Mr. G. Bayley. In moving the adoption of the Report and Balance Sheet, the Chairman referred to the difficulties that must necessarily be experienced in carrying out the conditions laid down in the Road Traffic Act and stated that whilst improvements were necessary for Road Transport he was firmly convinced that many of the innovations were unreasonable and would inflict great hardships on both the Goods and Passenger Transport Industry. He (the Chairman) welcomed the recent report of The Royal Commission on Transport that the Bridges through the Country should be re-built or re-constructed and made suitable for present day traffic.

The Report and Balance Sheet were approved and adopted.

Mr. Lawrence C. Tipper was re-elected President and Mr. O. C. Power and Mr. G. M. Wood were elected Trustees for the current year. Mr. G. Bayley was re-elected Hon. Treasurer, Messrs. Cohen, Slater and Tompkins were re-elected Solicitors, and Mr. Byner, F.R.C.V.S., was re-elected Veterinary Surgeon for the present year.

The following were elected as the Executive Committee for the current year:—Messrs. Albrigt, Badland, Edwards, Element, Gazey, Jones, Mason, Councillor Painter, Messrs. Shotton, Strong, Wheatley, and Woolley, together with the Officers as ex-officio members.

Mr. Thomas Hawkins, J.P., was re-elected Secretary and heartily thanked for his services to the Association extending over a period of 23 years.

A vote of thanks to the Chairman was accorded with acclamation and the Meeting terminated.

## Annual Dinner.

THE Annual Dinner of the Association was held at the White Horse Hotel on February 4th, Mr. O. Cecil Power, M.Inst,T., being in the Chair. Nearly one hundred members were present.

The Toast of "The Association" was proposed by Alderman Sir Percival Bower, M.B.E., J.P., who congratulated the Association upon its continued success. He said it was important that the good relations existing between the Association and the Municipality should continue, because of the problems that would probably arise in the near future from the administration of the Road Traffic Act. The Association, in the past, had adapted with the solution of various problems affecting members, but it was questionable whether they had ever been called upon to deal with a greater problem than the Road Traffic Act. Undoubtedly the Act was a progressive measure, and it might easily be advantageous or disadvantageous according to the manner in which it was administered. He hoped everybody would try to work the provisions of the Act with a single desire to serve the good of all. Undoubtedly the Act conferred far-reaching powers, but the value of many of the purposes it was hoped to achieve by it would be determined only by their experience of its working. It was certain many of its provisions were obscure, and threw a heavy responsibility upon those who would have to carry them out. The worst feature of the Act, he thought, was its ambiguity in many important phases. He hoped nobody would have cause to regret the introduction of a measure designed to deal with a great problem.

In reply, Mr. Power said that if the Road Traffic Act was administered properly and with common sense it would prove of great assistance to the whole of the transport industry. The Minister of Transport had stated that the Act gave the great industry of transport by road an elastic code of law in keeping with modern requirements. If, said Mr. Power, the law was a little elastic it would be an advantage to all engaged in the industry, but if it was drawn too tight, so as to strangle them, then it would be a deterrent.

Discussing the final report of the Royal Commission on Transport, Mr. Power said the report dealt with the co-ordination and development of transport, and contained some important and sound recommendations. There was the question of strengthening weak bridges, it being recommended that a thousand a year should be strengthened. That was an important matter. The report also recommended the

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abolition of tolls, the elimination of level-crossings, and the replacement of such crossings by bridges and tunnels; that the building of arterial roads should be stopped, and that, instead, they should concentrate upon widening and improving existing roads. Those recommendations were of great importance, and it would be recalled that he had upon many occasions urged the improvement of roads.

Members of the Association, Mr. Power added, were prepared to do what they could to reduce the congestion of traffic in the centre of the city of Birmingham, but those who were dealing with that matter should not forget that roads and streets were made for traffic. While they wanted to control traffic in the streets, they did not necessarily want to stop it.

On behalf of the Association, Sir Percival Bower congratulated Mr. J. H. Stirk, J.P., M.Inst.T. (Ex-Vice-Chairman of the Association), on his appointment as Traffic Commissioner for the East Midlands and presented him with a silver tea and coffee set. Mr Stirk, he said, had a wide and full knowledge of traffic matters, and he would take to his new duties not only great ability, but the good wishes of every member of the Association.

Replying and thanking Sir Percival and the Members of the Association, Mr. Stirk emphasised the need for Associations such as the Birmingham Horse and Motor Vehicle Owners. It gave a status to its members and it considerably facilitated negotiations between them and Municipal and other Authorities. He looked back with great pleasure to the time during which he was Vice-Chairman, and the experience he then gained would be valuable to him in his new appointment. He hoped the Association would continue to prosper.

The Toast to "The Visitors" was proposed by Mr. Thomas Hawkins, J.P. (Secretary). In the course of his remarks he referred to the very friendly relations which had existed between the Birmingham Horse and Motor Vehicle Owners' Association and other Organisations in the Transport Industry. He said that by combined efforts many good results had been achieved in the past, but now that we had the Traffic Act it was more necessary than ever that co-operation should be close and friendly.

Mr. A. C. Baker, General Manager of the Birmingham Corporation Tramway and Omnibus Department, replying referred to the congestion of the central streets of Birmingham. He thought that probably a solution might be arrived at if one-way traffic was introduced. He referred to the friendly relationship existing between the various Transport Organisations in the City, which he hoped would continue.

In proposing the Toast to "The Chairman" Mr. Geo. Wood remarked upon the lengthy services of Mr. Power. He had given nineteen consecutive years work to the Association, and it was hoped he would continue to lead the Association for many years to come.

The Chairman suitably replied and thanked the Members for their vote of confidence.

The Toasts were interspersed with a musical programme and humorous items and the singing of the National Anthem concluded an enjoyable evening.

# City and Suburban Carriers, Ltd.

## Annual Staff Dinner.

THE spirit of optimism, wherever it may manifest itself, is sure of a hearty welcome these days. When that optimism is founded on work well and truly done in the past and the reward for which is every prospect of more and still more work in the future, then even the pessimist must admit that the optimist may have grounds for his jubilation.

Records broken once again—this was the cheerful message to the staff of the City and Suburban Carriers, Ltd., the well-known London carriers of Stepney Green, London, E., and it was given by **Mr. Llewellyn Barter,** the very popular Managing Director of the Company, when he and his Board entertained the staff of the Company to dinner at the London Tavern, London, E.C., on January 24th last.

**Mr. Llewellyn Barter presided.**

**Mr. A. W. Sunderland** proposed the toast of "The City and Suburban Carriers, Ltd." He said he was filled with admiration at the way in which the Company had grown from a quite small beginning. Due to good business foresight, courage and energy, the business had developed into a huge concern and he was sure it had been accomplished by close co-operation between the Board of Directors and the staff. He was convinced that the firm's employees fully appreciated what good employers they had. (Loud applause.) He was sure that the staff gave to the business every ounce of their energy and enthusiasm, and it was only by their help that the Directors could be successful and continue to go forward as they had during the past twelve years. The history of the firm was a record of wonderful achievement. It was one of the few businesses he knew that had kept up its good record during this time of world-wide depression.

**Mr. Llewellyn Barter** (Managing Director of the City and Suburban Carriers, Ltd.) was enthusiastically received on rising to respond to the toast.

He thanked Mr. Sunderland for the kind way in which he had proposed the health of the firm, and he then raised the enthusiasm of the staff to a high pitch by saying "Without you, gentlemen, I could not run the City and Suburban Carriers. You each form an important cog in the machinery." They flattered themselves, and he thought rightly so, that they were one of the most up-to-date firms of carriers in the world. He had travelled in many parts on the look-out for new ideas connected with the sorting and carrying of parcels. It took him some time to find a solution to the problem he had set himself to solve, viz., the most up-to-date way of sorting parcels. He had found the answer—it was by the use of conveyors. Many influential men told him it was impossible to sort parcels by such a method and his reply was that he was going to try. He had tried the conveyor system—result, a great speed-up in the firm's delivery services. (Applause.)

Many of the firm's clients were present that evening and if they would honour the firm by visiting the Company's Stepney Green depot he was sure they would marvel at the speed with which parcels were sorted.

We were living in times of world-wide depression and it was up to every trade to keep its machinery up-to-date; by so doing not only would they help themselves but the trade of the Empire.

During the past year the business of the City and Suburban Carriers had gone still further ahead and he thought that was traceable to the efficient service they gave the public. (Applause.) He knew he had one of the finest teams in London and the number of parcels delivered last year was up a quarter of a million on the previous year. That was no mean achievement when it was remembered how bad trade generally had been. (Applause.)

**Mr. J. V. Hatch** (Director) proposed the health of "The Visitors." He said the firm were honoured with the presence of representatives from many branches of the commercial and industrial world. To all their visitors the Directors extended a most hearty welcome and wished them prosperity throughout the year.

**Mr. F. A. H. Camps,** Chairman and Managing Director of Robt. Owtram & Co., Ltd., responding to the toast of "The Visitors," said that he had always found the Directors of the City and Suburban Carriers to be gentlemen of ability and integrity, and small wonder was it that the firm held such a pre-eminent position in the carrying trade. He understood that the business was started twelve years ago with six vans and had made such enterprising progress that to-day the Company's vans were counted in hundreds.

Robt. Owtram & Co., Ltd., had not been a small customer of the City and Suburban Carriers and they might yet be much bigger customers, but that would depend upon prices. (Laughter.) Each worker should be judged solely on his merits and every man was entitled to a fair day's pay for a fair day's work. What constituted a fair day's pay must depend entirely upon a man's ability. He was struck by the way all those connected with the City and Suburban Carriers co-operated one with the other; they were a genial and homely lot of men combined in one company. They had the right man at their head with his heart in the right place. (Applause.)

**Mr. James E. Thompson,** the Hon. Secretary of the Association of Railway and Forwarding Agents, who also responded, referred to the rapid growth of the City and Suburban Carriers and said it proved there were brains in the Directorate and co-operation from the staff.

**Mr. Llewellyn Barter,** proposing the health of the staff, said his workers were his great friends.

Mr. Partridge (City Representative), Mr. Redburn (Assistant Traffic Manager), and Mr. Buckley (Senior Driver) responded.

**Mr. F. Gerner** (Herd & Gerner, Ltd.), proposing the health of the Chairman, said that the key to the success of the City and Suburban Carriers had been service, and their Chairman seemed somehow to ensure service.

The Chairman's reply brought a very happy evening to a close.

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# Liverpool Cart and Motor Owners' Association.

## Annual Meeting.

"IT is hardly necessary for me to comment upon the unpleasant fact that trade during the whole year (1930) was woefully bad. I will not venture to prophesy that conditions will be better in 1931, but I sincerely hope they will be, and that you will derive therefrom that happiness and prosperity which better times would greatly assist to bring." This is an extract from the report which Mr. Thomas Taylor, President of the Liverpool Cart and Motor Owners' Association, submitted to the annual meeting held at the Common Hall, Hackins Hey, Liverpool, on January 21st.

The Committee have had in hand during the past year many matters of importance, both to the horse and mechanical interests. On the mechanical side undoubtedly the most vital thing has been the Road Traffic Act, one Section of which—that dealing with the hours of work—has still to come into operation. During the framing of the Act itself, and subsequently in connection with the drafting of a series of regulations, the Association have made known their views through the National Road Transport Employers' Federation. For the time and thought which he has spent upon this work, the Committee and Members are under a heavy debt of gratitude to Mr. W. Edwards.

For the greater part of the year the Association, through the Liverpool and District Road Transport Employers' Conference, have been in negotiation with the Union regarding the working conditions of motormen engaged on up-country work, and in consequence of a deadlock which was reached upon the question, the Conference terminated their Agreement with the Union in August. Contact with the Union has, however, since been resumed and new arrangements arrived at. Particulars of these will be in the hands of Members shortly, along with an intimation as to the position respecting the suspended Agreement.

The Hours of Industrial Employment Bill, commented upon in last year's report, is shortly to be the subject of further debate in Parliament. Its progress is receiving the attention of your Committee, who have already submitted in writing to the Minister of Labour their case for the total exemption of road transport from its scope.

The President, referring to the Road Traffic Act, said the regulations which operated from 15th January last re-enacted the Orders and Regulations made under the Heavy Motor Car Act of 1903. In addition there are a number of new ones. For example, it is laid down that all Heavy Motor Cars (motor vehicles exceeding 2½ tons unladen weight), Motor Cars (less than 2½ tons unladen weight) and Trailers must be equipped with pneumatic tyres. There is a proviso attached to this Regulation by which it will not apply until 1st January, 1940, to a vehicle licensed on or before 1st January, 1933, if that vehicle is already equipped with soft tyres. In other words the regulation means that vehicles put into use between now and 1st January, 1933, must change over to pneumatics on 1st January, 1940, but that vehicles bought *after* 1st January, 1933, must be on pneumatics at the time of purchase. The regulations also make some amendments in the maximum weights allowed.

It should be noted by the members that there is no increase in the maximum weight allowed for an ordinary four-wheeled motor vehicle. The maximum laden weight for these vehicles remains at 12 tons, with a maximum for any one axle of 8 tons. Very strong pressure was brought to bear on the Ministry to increase this weight to 14 or 15 tons in order to bring precept into line with practice, but the Minister was adamant and refused the concession. The total weight for a motor and trailer or tractor and trailer is 22 tons, with a maximum axle weight for the trailer of 6½ tons. Maximum weights are also laid down for 6-wheelers, and for vehicles of more than 6 wheels, and also for articulated vehicles. Another new provision is that relating to guard rails, which must be fitted to all motor vehicles as from 1st January, 1933.

Section 19 of the Act, which limits the number of hours a driver may continuously drive a vehicle, is not yet in force. A copy of the Section, with explanatory notes, will be issued by the Secretary shortly, along with particulars of the accumulative week system of working which it has been agreed with the men's Union shall come into force to assist in the carrying out of the Section so far as up-country working is concerned.

As regards the question of the local wages and working agreement, this was terminated in August last owing to a deadlock which was reached with the Union upon this question of the accumulative week. The agreement with the men's Union is a composite one, made by the Employers' Conference on behalf of all sections of road transport in the district. The Conference have held further negotiations with the Union and an intimation is expected from the Hon. Secretary of the Conference to the affiliated associations as to their intentions respecting the agreement and this information will be passed on to the members in due course.

The Hours of Industrial Employment Bill is again in the Parliamentary programme. The seriousness of these proposals is illustrated by the one relative to the rate of payment for overtime. The Bill stipulates that all overtime, over the 48 hours, must be paid for at not less than time-and-a-quarter. As members were aware, the present agreement allows 13 hours overtime at ordinary rates before coming on to time-and-a-quarter hours.

The following members were elected to the Committee:—Messrs. J. Benson, A. Hughes, Geo. Stephenson, G. Johnson, Edward Roberts, J. F. Supplies, Thos. Taylor and John Watson.

# Long Distance Road Haulage Committee.

THE Long Distance Road Haulage Committee has now given very careful consideration to the question of the formation of an Association, and has decided that such a step is desirable in the interests of this section of the industry.

A General Meeting of those engaged or concerned in the long distance haulage of goods by road including vehicle owners, large and small, and freight exchanges and clearing houses will be held at 2.30 p.m. on Wednesday, February 18th, at Winchester House, Old Broad Street, London, E.C., at which the Committee appointed at the General Meeting held in December, last, will submit detailed proposals including draft Memorandum and Articles of Association, for the formation of a Long Distance Road Haulage Association.

The Committee is unanimous in considering the urgent necessity for this section of the road transport industry.

1. To organize itself and possess a representative body which can voice the requirements of the industry.
2. To resist attacks from any quarter.
3. To undertake necessary propaganda and counter-propaganda.
4. To form a link and friendly meeting place for the many scattered units.

A central representative Council is proposed with Regional Committees in the principal areas of the Country. The subscription will be quite small.

These proposals very intimately concern all engaged in this section of the industry, and their presence at the meeting referred to is particularly desired.

Any details will be supplied, and application forms for membership may be obtained from the Hon. Secretary, Mr. E. B. Hutchinson, Lloyds Bank Chambers, Vicar Lane, Leeds.

# Limitation of Time for which Drivers of Certain Vehicles May Remain Continuously on Duty.

## Operation of Section 19 of the Road Traffic Act, 1930, Postponed.

THE Secretary to the Ministry of Transport makes the following announcement:—

It has been represented strongly to the Minister of Transport by organised bodies of employers and workpeople in the transport industry that the operation of the provisions of Section 19 of the Road Traffic Act, 1930, which limit the time for which drivers of certain vehicles may remain continuously on duty, should be postponed from the date provisionally fixed for the Section to come into force, viz., the 1st February, in order that time may be allowed for completing negotiations at present proceeding between the parties, with a view to the making of a joint application to the Minister for a Regulation varying the provisions of the Section in order to meet special cases.

In all the circumstances, the Minister has decided to meet this request, and has fixed the 1st April next as the date on which the Section will be brought into operation.

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# The British Association of Shipping and Forwarding Agents (Inc.).

## Annual General Meeting.

THE Annual General Meeting of members of the British Association of Shipping and Forwarding Agents (Inc.) was held at the offices of the Association, 97, Cannon Street, London, E.C.4, on January 13th last.

**MR. A. W. HEARD** (Jones, Heard & Co., Ltd., Newport, Mon.), the Chairman of the Association, presided, and was supported by two of the Vice-Chairmen, viz:—**Mr. M. E. Duffett** (J. D. Hewett & Co., Ltd., London), and **Mr. Norman N. Bird** (Herbert Watson & Co., Ltd., Manchester).

There was a good attendance of members, those present including:—Mr. F. H. S. Rouse (American Express Co. Inc., London) (Hon. Secretary and Treasurer); Mr. E. N. Westfield (Chas. Atkins & Nisbet, Ltd., London); Mr. A. Goddard (Carter, Paterson & Co., Ltd., London); Mr. L. T. Olley and Mr. H. T. Baldwin (General Transport Co., Ltd.); Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London); Mr. C. H. Burke (Van Oppen & Co., Ltd., London); Mr. E. W. Turvey (Nunzi & Co., Ltd., London); Mr. G. Perry (British Commercial Transport Co., Ltd., London); Mr. Wm. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool); Mr. H. Gilbert (G. W. Sheldon & Co., Ltd., London); Mr. F. J. Gerson (Rosenberg Loewe & Co., Succrs., Ltd., London); Mr. W. Beckmann (World Transport Agency, Ltd., London); Mr. L. G. Stockwell (Stockwell & Co., Ltd., London); Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool); Mr. John B. Bower (F. Bower & Co., Liverpool), and Miss K. Foley (Acting Secretary).

Apologies for absence were reported from:—Mr. J. B. Ballantyne (J. B. Ballantyne & Co., London); Messrs. James Fisher & Sons, Ltd. (Barrow-in-Furness); Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow); Mr. J. O. Wood (T. F. Wood & Co., York); Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd., B'ham); and Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester).

The Minutes of the last Annual General Meeting, held at Leeds on January 17th, 1930, were adopted.

**Discrimination in Steamship Companies handling charges.**

**The Chairman** said that the question of discrimination in Steamship Companies handling charges had been discussed by the Council, and the whole matter referred to the Chamber of Shipping. The Chamber, however, was of opinion that it was not a subject upon which they could take any specific action being more of the nature of a domestic problem and one suitable for individual negotiation between the forwarding agents and the steamship companies.

It was now open to the meeting to consider whether to approach the Institute of Chartered Shipbrokers or the London Chamber of Commerce or to decide upon such other action as might be deemed advisable.

The question arose owing to the fact that certain steamship companies at Hull and other Ports were dealing with goods in a way that almost amounted to usurpation of the rights of Forwarding Agents. The Steamship Companies were quoting rates which put the forwarding agents out of Court and were, in fact, discriminating as against the forwarding agent.

It was suggested that, as the Board of Trade was interested in any question relating to freights, differentials or anything tending to handicap trade, the matter might be referred to that department.

After discussion it was decided to leave the matter in the hands of the Chairman and Vice-Chairmen of the Association with a view, if thought desirable, to bringing the matter to the notice of the Board of Trade and, possibly, the Institute of Chartered Shipbrokers as well as the London Chamber of Commerce.

**Customs Clearance of Goods ex Certain Steamers.** The Chairman reminded the meeting that a firm complained to the Association that certain steamship owners were demanding that shipping and forwarding agents should give a bond indemnifying the Steamship Company against all claims made upon the vessel in respect of goods cleared through Customs. The view of the Association on this point was that a Shipping and Forwarding Agent was under no obligation to sign such a Bond, and shipowners had no right to demand such a bond. Members of the Association would be well advised not to enter into such an arrangement.

In the course of discussion it was mentioned that at Hull a shipowner without waiting for instructions, had bonded certain goods himself and had then saddled the forwarding agent with the charges of so doing.

It was decided to record in the Minutes that this action on the part of shipowners could not be recognised.

**Sailings from Hull to the Continent. The Chairman** reported the receipt of a letter from a firm, members of the Association, with an office at Hull, calling attention to the fact that there are two steamers weekly from Hamburg to Hull controlled by two different steamship companies. Both these ships sail over the week-end, so that to all intents and purposes there is only one sailing weekly. This could not be to the advantage of either of the steamship companies or the shippers as the tendency in consequence of this action was for traffic to pass through Grimsby and Goole. The firm in question contended that if the two shipowning companies got together and arranged for steamers to sail at such times as would constitute a bi-weekly service, all interested in traffic from Hull would benefit.

The firm had written to the Hull Chamber of Commerce on the matter and had pointed out that Continental firms stated that there was one sailing per week from Hamburg to Hull and when it was contended that there were two sailings, one was met with the reply: "Well, there may be two steamers, but they drift across the North Sea hand in hand over the week-end." The letter suggested that the Hull Chamber of Commerce might take the matter up with the shipowners concerned with a view to obtaining a bi-weekly service which would result in much more traffic going to Hull which was now being discharged at other Ports.

The Chamber replied that a copy of the letter addressed to it had been sent to the two shipping companies serving the Hull and Hamburg trade for their attention.

The Chairman further stated that the question had been referred by the British Association of Shipping and Forwarding Agents to the Humber Forwarding Agents' Association for any action they could take. The matter, continued the Chairman, was of local rather than national interest and in the first instance should be dealt with by the Humber Association.

It was pointed out that some members of the British Association of Shipping and Forwarding Agents were equally interested in Humber Ports other than Hull, and it was thought that the National body should not take action which might have the effect of diverting traffic from other Humber Ports. The question should be dealt with by the Humber Association. The National body must work in the interests of the whole of the Ports of the country.

After further discussion it was decided to leave the matter in the hands of the Humber Forwarding Agents' Association.

**Protecting the Industry. The Chairman** said that the attention of the Association had been called to an article which appeared recently in a leading French newspaper which certainly could not be termed complimentary to the Shipping and Forwarding Agents.

The Association had felt it to be its duty to approach the Editor concerned with a view to having the aspersions which the article cast upon forwarding agents withdrawn, and he was invited to publish another article withdrawing the false statements and an apology was also asked for.

The Editor of the paper in question explained that the remarks to which exception was taken were not intended to be addressed to British Shipping and Forwarding Agents to the same extent as they were to certain Forwarding Agents on the Continent.

Continuing, the Chairman said, that in the letter written by the Association to the journal in question it was pointed out that the British Association of Shipping and Forwarding Agents comprised the leading men in the industry in this country and membership was sufficient guarantee that a member firm was beyond reproach. Further, French commercial houses could safeguard their interests by refusing to employ a Forwarding Agent who was not a member of a recognised association.

Subsequently, the Association received a copy of the journal in question in which the derogatory impressions previously given were withdrawn.

The correspondence in the matter would be passed to the International Federation of Forwarding Organisations.

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for their information and the International Federation could, in turn, refer the matter to the French Association should it be thought necessary to do so.

**Shipments to River Plate.** A member raised a question concerning shipments to the River Plate which he asked the meeting to consider and if possible take such steps as might lead to some amelioration.

The Chairman said that the matter raised was important. If the kind of thing complained of went on, soon it would be impossible for a legitimate agent to exist. He presumed that the Liverpool Shipping and Forwarding Agents' Association and the Manchester Shipping and Forwarding Agents' Conference were the two bodies which suffered most from the practices complained of.

A desire was expressed to know what were the views of members of the Liverpool Shipping and Forwarding Agents' Association on the matter.

It was agreed that the question should be referred to the London, Liverpool and Manchester Conferences with a request that they would be good enough to consider the matter and report to the National body in due course with any suggestions as to action that might be taken by the British Association of Shipping and Forwarding Agents.

### The Industrial Outlook.

**MR. A. W. HEARD**, the Chairman of the Association, was received with applause on rising to move the adoption of the Annual Report and Accounts.

He said that twelve months ago when they met in annual meeting at Leeds they rather flattered themselves at the progress made by the Association in a short time, and they then looked forward to further progress and the general strengthening of their position.

Since that time the Association had done a lot of spade work. They were now Incorporated and duly registered. Their membership had been largely increased and there was no doubt but that the Association had done a lot of useful work and, although looking ahead, the present year seemed hardly likely to be as good as the year 1930, which in all conscience was bad indeed, yet he believed that the Association would not only maintain its strength and position but would increase it.

Having to face what they could see was coming in the very near future it was imperative for all to join forces. Every shipping and forwarding agent in the country should consider it to be his duty to join immediately some Forwarding Association, either the local, district or the National Association, and every forwarding agent who had any thought for the future should see the necessity for this and thus unite himself to some Association which carried weight and had power behind it.

#### THE TREND TO-DAY.

What did they find to-day? The formation of huge combines and mergers of every description. Rationalisation, a blessed word but no-one knew quite what it meant. Did it not mean the swamping of the small man and the growth of an octopus, and was not unity the only way of combatting such a state of affairs? Unity was strength, and the more they increased their membership the greater would be the influence they could exert and the more chance would the shipping and forwarding agent have of maintaining his existence. To-day they had to fight for every penny they made. They were up against a time of enormous difficulty.

Members could see how essential it was for each one to endeavour to add to the membership of the Association. "Draw the attention of your friends and your competitors to the value of membership." It did not matter who the applicant was. If he was a respectable and decent man he ought to join the Association. They did not want people without standing to join, but men of integrity and there were plenty about. Increased membership would be followed by greater financial strength which would enable the Association to talk louder.

#### MEMBERS MUST CO-OPERATE.

It was of the greatest importance that members should co-operate closely one with the other. There was nothing to equal co-operation. If a member had business outside his Home Port then why not give it to a fellow member in the Port concerned? Why give it to an outsider? They would find members of the Association in most Ports and in many places. The mere fact that a man was a member of the British Association of Shipping and Forwarding Agents should entitle him to preference when a fellow member was looking for an agent or representative.

He strongly advocated the most complete unity and loyalty and co-operation amongst members.

During the past year the Association had received most valuable help from the London Shipping and Forwarding Agents' Conference. (Applause.) They had also been most loyally supported by the Manchester Shipping and Forwarding Agents' Conference who, he might mention, had forwarded a report of their activities which was most interesting, and showed conclusively that that body had done much valuable work.

The Humber Shipping and Forwarding Agents' Association was in rather a difficult position. There were circumstances militating just at present against the Hull Agents taking that position in the National body which it was hoped they would take soon. It was hoped that the Humber Association would shortly be in a position to become affiliated and would follow this move up by strengthening their membership and going ahead.

The Liverpool Shipping and Forwarding Agents' Association was not yet affiliated to the British Association of Shipping and Forwarding Agents. He was very pleased to observe that the activities of the Liverpool Association were of a wide and comprehensive nature. Their relationship with the British Association of Shipping and Forwarding Agents was and always had been extremely friendly in every way. He was quite confident that if there was anything the British Association of Shipping and Forwarding Agents wanted done in Liverpool they could count upon the assistance of their Liverpool friends. (Applause.)

He wished to thank most cordially the Vice-Chairmen of the Association, Mr. M. E. Duffett, Mr. N. N. Bird and Mr. W. H. Elder as well as Mr. F. H. Rouse, their Hon. Secretary and Treasurer, for the great assistance they had accorded to him during the year, whilst the thanks of all the members were due to their Secretary, Mr. B. G. Arthur, whose advice and assistance at all times had been most valuable. Mr. Arthur's Assistant, Miss Foley, had rendered excellent service to the Association and had a good knowledge of the forwarding agents business. (Applause.)

Mr. F. H. Rouse (Hon. Treasurer) then presented the Statement of Accounts for the year ending 31st December last, and after he had explained various items the Chairman said he was sure members would agree, considering the Association was only three years old, that they had got through, so far as finance was concerned, in a really remarkable manner.

The Chairman then formally moved the adoption of the Report and Accounts.

The resolution was seconded by Mr. G. Perry and carried unanimously.

### Election of Chairman.

Mr. A. W. Heard said that at a meeting of the Council held that morning he had reminded those present that last year he asked to be relieved of the Chairmanship but his request was turned down incontinently. He suggested and he felt sure he was right in doing so, that it was time new blood was imparted to the Chair and the election of a younger man would be beneficial to the Association. Perhaps a man could be found for the post who lived nearer the centre of affairs than he did in South Wales.

Mr. M. E. Duffett (a Vice-Chairman of the Association) said that Mr. Heard had served them so well that even supposing they could find another gentleman to follow him no good purpose could possibly be served by making a change. The members could not do better than ask Mr. Heard to be good enough to occupy the Chair during the coming year. He had much pleasure in proposing the re-election of Mr. Heard.

The resolution was seconded and carried with great enthusiasm.

Mr. Heard thanked the members for the expression of their continued confidence in him. He looked upon his re-election to the Chair as a great compliment, but it did not alter his opinion that the members could have taken some other action which would have proved more beneficial to the Association, and he hoped that during the coming year members would reconsider the suggestion he had made.

#### ELECTION OF VICE-CHAIRMEN.

The Chairman said he had great pleasure in proposing that the three Vice-Chairmen, Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London); Mr. W. H. Elder (W. H. Elder (Shipping), Ltd., Hull) and Mr. Norman N. Bird (Herbert Watson & Co., Ltd., Manchester) be re-elected for the ensuing year.

These gentlemen had rendered yeoman service to the Association and had been his most loyal coadjutors. Members could not do better than re-elect them.

Mr. G. Perry seconded the resolution which was carried with acclamation.

**Election of Council.** The Chairman said that under

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their Articles and Memorandum of Association the Council should number not less than six nor more than twenty-one, excluding the officers of the Association, and allowing for two resignations from the Council during the year, namely, those of Mr. K. F. Harker (Harker, Shield & Co., Ltd., Hull) and Mr. W. H. James (James & Hodder, Bristol) each of whom had resigned owing to pressure of business, there were now thirteen members of the Council.

Under the constitution of the Association one-third of the Council retired each year, but as this was the first year of their Incorporation the suggestion had been made that as the present Council had carried out their work so well they should be nominated for re-election. If any members had lost confidence in any of the existing Council now was their opportunity to say so. He did not suggest that they should, until the work became more onerous, fill up the two seats on the Council caused by the retirements he had mentioned. The present Council were very assiduous in their attendance and they could get through the work notwithstanding the unlucky number. (Laughter.)

He had much pleasure in proposing that the following gentlemen be re-elected to the Council for the ensuing year:—Messrs. T. Heyman (Morison, Pollexfen & Blair, Ltd., Birmingham); G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool); J. O. Wood (T. F. Wood & Co., Ltd., York); F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd., London); C. E. Sanderson (Sanderson's Express, Ltd., Nottingham); A. Faulkner (Crowe & Co. (London), Ltd., Manchester); W. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool); A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow); J. B. Ballantyne (J. B. Ballantyne & Co., London); E. W. Turvey (Nunzi & Co., Ltd., London); J. B. Taylor (Immediate Transportation Co., Ltd., London); John B. Bower (F. Bower & Co., Liverpool) and H. Harrison (Oughtred & Harrison, Ltd., Hull). The first four gentlemen named to serve for one year, the next four for two years and the remaining five for three years.

The resolution was seconded by Mr. G. Perry and carried unanimously.

The Chairman said that any gentleman on completion of his term of office as Member of the Council, could offer himself for re-election to the Council.

**Election of Hon. Secretary and Treasurer.** The Chairman said he felt that members after hearing the admirable way in which Mr. F. H. Rouse (The American Express Co., Inc.) had put forward the Statement of Accounts for the past year, could have no two opinions regarding the proposition it was now his pleasure to bring forward, viz:—that it was absolutely necessary that Mr. Rouse should remain their Hon. Treasurer and Secretary. (Applause.)

Mr. G. Perry seconded the resolution which was carried unanimously.

**Election of Secretary.** The Chairman said that their Secretary was Mr. B. G. Arthur, M.B.E., and Miss Foley was his very able assistant. (Applause.) They all knew the wonderful capacity of Mr. Arthur and the work of the Association had been carried out by him in a very satisfactory way. He did not hesitate to say that members should ask Mr. Arthur to continue his duties as Secretary for the coming year.

The resolution was seconded and carried unanimously.

Messrs. W. B. Keen & Co., C.A., of London, were re-elected auditors for the ensuing year at the same remuneration as previously.

**Annual Meeting, 1932.** Discussion took place as to the venue of the Annual General Meeting in 1932.

The Chairman said that the Council had considered the matter from the point of view of strengthening the membership of the Association and had decided to recommend that the next Annual General Meeting should be held in Hull. Hull members were in a somewhat difficult position with regard to Humber Ports, and the holding of the annual meeting there would encourage the Shipping and Forwarding Agents at the Humber Ports to forge ahead. He proposed that the next annual General Meeting of the British Association of Shipping and Forwarding Agents be held at Hull. With regard to the date, the Council at first thought that the meeting should be held in January as usual, but firstly there was a little difficulty in getting the accounts audited so early in the year, and secondly if next year's meeting was held a little later than in 1933 they could fix their annual meeting to coincide with the meeting of the International Federation of Forwarding Organisations, which in that year would be held in this country. The meeting in Hull next year he proposed, should be held some time in March, the date to be fixed later.

Mr. J. B. Taylor (Immediate Transportation Co., Ltd.) supported the proposition and indicated how members of the Association could take the opportunity when at Hull of doing something worth while to enhance the prestige of the Association and to increase the membership.

The resolution was seconded and carried unanimously.

Mr. Norman N. Bird proposed a hearty vote of thanks to Mr. A. W. Heard for the admirable work he had done and was doing in the interests of the Association. It was Mr. Heard's activities that had placed the British Association of Shipping and Forwarding Agents in the position it occupied to-day, which was one of great usefulness. Not only did it function as a National body but it was the connecting link between the Shipping and Forwarding organisations in London, Manchester and Hull. He did not think that their Chairman had missed one meeting of the Council since the inception of the Association, and as Mr. Heard lived in South Wales he must have created a record. (Loud applause). Those on the Council deeply appreciated the hard work done by Mr. Heard, and it was only on an occasion such as the Annual Meeting of the Association that members could record their very best thanks to the Chariman for what he had done. (Loud applause.)

Mr. A. W. Heard, who was received with acclamation, thanked the members sincerly for passing a vote of thanks to him. Now that he had the opportunity he would like to say a little with regard to *The World's Carriers and Carrying Trades' Review* which was the official journal of the Association. The work done by that journal on behalf of the Association since its inception had been invaluable and they had been given great help by the Editor, Mr. E. W. Willis. He felt that in *The World's Carriers* they had an ally of inestimable value and that the sincere thanks of the Association were due to the Editor. (Applause.)

## Northern Road Transport Owners' Association.

THE Northern Road Transport Owners' Association, has been formed to protect, encourage and develop the operators' interest.

It is the aim of the Association:—

(a) To promote the interests of members in relation to their business of Motor Coach and Motor Vehicle Operators, and to safeguard and protect them in respect thereof. In particular to make representations to all or any Licensing or other Authority for Legislation Licences, concessions and facilities which may be calculated to promote or improve the services and business of members either collectively or individually.

(b) To advise members relative to the efficient operation of their services, and to promote economy therein, the general co-ordination of motor coach and motor vehicle services, the revision of routes, fares, and upon all matters directly affecting the carrying on of the business of Motor Coach and Motor Vehicle Operators.

(c) To collect, compile, exchange and distribute among members information, reports, statistics, opinions and decisions in relation to any of the said businesses, and to promote discussions upon subjects calculated to further the interests of members.

(d) To provide and assist members of the Association either collectively or individually, and whether by finance or otherwise, in respect of any litigation or other legal matters affecting their businesses, and to settle disputes arising between members relative to their businesses.

The Association owes its existence to a Meeting of bus Operators held in Newcastle-on-Tyne, during the early part of October, last, called for the purpose of urging united action in connection with the Newcastle-on-Tyne Corporation's proposals regarding municipal bus stations.

The immediate plans of the Association apart from local action in connection with bus stations, are to pilot its members through the difficult stages of the Road Traffic Act. The Association fully realises the gravity and far-reaching effect of this Act, in so far as public service vehicles are concerned, and views with no small concern the difficulties ahead when the final regulations, controlling public service vehicles, are put into force, and it will be the endeavour of the Association to counsel and assist its members through that period.

The Secretary is Mr. A. Norman Brown, and the offices of the Association are at 12a, Northumberland Street, Newcastle-on-Tyne.

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# London Shipping and Forwarding Agents' Conference.

## Annual General Meeting.

THE Annual General Meeting of the London Shipping and Forwarding Agents' Conference was held at the offices of the Association, 1-3, Oxford Court, Cannon Street, London, E.C.4, on February 3rd last.

The President of the Conference, **MR. M. E. DUFFETT** (J. D. Hewett & Co., Ltd.), presided and amongst those present were:—

Mr. B. D. Brigg (Hon. Auditor), Mr. E. A. Aves (Hon. Treasurer), Messrs. B. K. Gardiner (Carter Paterson & Co., Ltd.), S. F. R. Smith (E. W. Taylor & Co. (Forwdg.), Ltd.), J. Walker and J. B. Taylor (Immediate Transportation Co., Ltd.), F. J. Gerson (Rosenberg, Loewe & Co. Succrs., Ltd.), G. Perry (British Commercial Transport Co., Ltd.), E. W. Turvey (Nunzi & Co., Ltd.), W. Woollett (Woollett Airey & Co., Ltd.), W. L. Mann (Savage, Mann & Rowe, Ltd.), W. O'Brien and H. Gilbert (G. W. Sheldon & Co., Ltd.), H. T. Parkin (Crowe & Co. London, Ltd.), C. H. Burke (Van Oppen & Co., Ltd.), E. N. Westfield (Chas. Atkins & Nisbet, Ltd.) and C. McEwan (Thos. Cook & Son, Ltd.).

In attendance: The Acting Secretary.

The Minutes of the last Annual General Meeting held on January 14th, 1930, and of the Ordinary General Meeting held on July 21st, 1930, having been circulated to members, were taken as read and signed.

### Election of President.

When the question of the election of President for the ensuing year came on for discussion, Mr. M. E. Duffett said that he had served the Conference in that capacity for many years and felt somewhat akin to tramways which it was now said were becoming obsolete and should be superseded by motor buses. He considered it was time for the members to nominate someone else to occupy the Presidential Chair.

Mr. J. B. Taylor (Immediate Transportation Co., Ltd.) proposed the re-election of Mr. M. E. Duffett as President for the ensuing year. Mr. Duffett had steered the ship most successfully and they did not want to drop their pilot at this point in the history of the Conference. (Loud applause.)

Mr. E. W. Turvey (Nunzi & Co., Ltd.), seconding the resolution, said he was perfectly sure that members could not do better than to re-elect Mr. Duffett.

The resolution was carried with acclamation.

The President thanked the members for their continued confidence in him. He reminded the members, however, that it was his duty to advise them to take such action as he considered was for the good of the Conference, and he certainly did think that they would have been wise to have made a change in the Presidency. At the same time if the members felt that he must carry on he would continue to do the best he could. (Applause.)

Mr. E. A. Aves was re-elected Hon. Treasurer for the ensuing year.

Mr. B. D. Brigg (W. A. J. Tillerary & Co., Ltd.) was re-elected Hon. Auditor.

It was with regret that the meeting received the resignations from the Council of the following gentlemen:—Mr. F. H. S. Rouse (American Express Co., Inc.), who wrote to the Conference stating that new duties had been assigned to him by his Company; Mr. H. K. Coppendale, who for a long time has represented Messrs. Morison, Pollexfen & Blair, Ltd., on the Conference, and Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.), who intimated that although he did not wish to be nominated again to the Council he would continue to attend the meetings of the American Section.

The following members of the Committee were re-elected for the ensuing year:—Messrs. J. B. Ballantyne (J. B. Ballantyne & Co.), H. A. Crowe (Crowe & Co. (London), Ltd.), F. J. Gerson (Rosenburg, Loewe & Co. (Succrs.), Ltd.), C. McEwan (Thos. Cook & Son, Ltd.), W. Narracott (Van Oppen & Co., Ltd.), G. Perry (British Commercial Transport Co., Ltd.), L. G. Stockwell (Stockwell & Co., Ltd.), E. W. Turvey (Nunzi & Co., Ltd.), W. Woollett (Woollett, Airey & Co., Ltd.), and E. N. Westfield (Chas. Atkins & Nisbet, Ltd.).

In addition the following gentlemen were elected to serve on the Council:—Messrs. W. Beckmann (World Transport Agency, Ltd.), S. F. R. Smith (E. W. Taylor & Co. (Forwdg), Ltd.), Mr. Mann (Savage, Mann & Rowe, Ltd.), and Mr. Walker (Immediate Transportation Co., Ltd.).

**Chairmen of Sections for the year 1931.** The President announced that the following gentlemen had been elected Chairmen of Sections of the Conference for the ensuing year:—Air Section.—Not yet elected. Mr. E. N. Westfield (Chas. Atkin & Nisbet, Ltd.) is the present Chairman. American Section.—Mr. G. Perry (British Commercial Transport Co., Ltd.); Vice-Chairman, Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.). French Section.—Mr. L. G. Stockwell (Stockwell & Co., Ltd.). German Section.—Mr. F. J. Gerson (Rosenburg, Loewe & Co. (Succrs.), Ltd.).

Mr. B. G. Arthur, M.B.E., was re-elected Secretary.

### ANNUAL REPORT.

**The President** moved the adoption of the Annual Report of the Executive Council for the year 1930.

The Report states that the Conference has continued to function under the same principles as in previous years and Mr. M. E. Duffett has continued to represent the Conference on the Council of the London Chamber of Commerce and on the British National Committee of the International Chamber of Commerce.

The Conference relinquished its membership of the International Federation of Forwarding Organisations at the end of 1928 and was superseded by the British Association of Shipping and Forwarding Agents to which body the London Conference is affiliated. Through the medium of the British Association of Shipping and Forwarding Agents very valuable assistance is still being afforded the Conference in international affairs, both as regards questions of general policy and the protection of members' interests. From time to time members have occasion to draw attention to minor grievances against their clients abroad (such as, for example, long outstanding accounts), and through the intervention of the International Federation effective assistance is very often rendered in such cases. On the other hand, such service is reciprocated as far as possible when advice is received from the International Federation that any of their London clients are in default.

The Report deals with the various Sections of the Conference.

**Air Section.** Imperial Airways, Ltd., have expressed their strong desire to encourage Shipping and Forwarding Agents to assist air transport, and with this in mind are prepared to grant facilities to those Agents who go to the expense of setting up their own organisations at the Aerodrome, which they are not prepared to extend to other Agents.

**American Section.** The membership of this Section is open to all members of the Conference, who may rest assured that matters of importance to those engaged in business between U.S.A. and Canada are being well and closely watched.

The Section is in very friendly and close touch with the New York Freight Forwarders and Brokers' Association, which is in touch with other similar Associations in the U.S.A., and matters of mutual interest both to members of the London Conference and the various American Associations are thereby exchanged. The Pacific Coast Freight Forwarders and Brokers' Association is another important organisation in San Francisco, and here again a reciprocal and lively interest obtains as between the working of the Association in question and the American Section of the Conference.

**French Section.** The regular monthly meetings of this Section have been particularly well attended, and the various matters brought forward for discussion have been pursued in a very enthusiastic manner. Much of the time of the Section has been occupied in the preliminary discussions of matters which in fact have concerned the members of the Conference in general and which have been subsequently transferred to the Council for definite action.

**German Section.** There has not been occasion for special activity in the German Section during the past year, but the following general questions were deliberated upon and made the subject of recommendations to the Council, viz.:—(a) The removal of the duties by the Chancellor of the Exchequer and the agreement of a fixed scale of charges to be applied for Customs entry and clearance of free goods. (b) A scheme of Forwarding Insurance for adoption in England, on the lines of the scheme at present in force in Germany.

Mr. J. B. Taylor seconded the adoption of the Annual Report, which was carried unanimously.

The Report will be circulated to all members.

Mr. E. A. Aves, the Hon. Treasurer, presented the accounts for the past year.

Mr. B. D. Brigg, the Hon. Auditor, urged members to

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take more interest in the work of the Conference, to support the President and so stop him from suggesting that the time had come for him to vacate the Chair. As a Conference they were able to negotiate with powerful groups and get very necessary work done and that meant money to them all.

The accounts were adopted unanimously.

Mr. H. Gilbert (G. W. Sheldon & Co., Ltd.) appealed to members to support the American Section of the Conference and he outlined some of the achievements of this Section during the past year.

The President said he felt that if members would but take more interest in the work of the Conference they would be able to accomplish much more than they had achieved up to the present. So many men were inclined to sit on the fence, do nothing themselves and cry "Why does not somebody do something." But they did not do it—they sat tight and expected other people to pull the chestnuts out of the fire. That was not fair. If any member who was in a difficulty would bring it to the attention of the Conference then the whole membership could consider the matter and come to a decision in the interests of all.

Mr. F. J. Gerson, Chairman of the German Section of the Conference, said he would be glad to receive any questions from members which could with advantage to all be made the subject of debate by the German Section.

Mr. J. B. Taylor raised the question of a member being charged a transfer fee on the passing of a delivery order to another member. The matter was discussed, and in the result it was resolved that it was desirable that no fee should be charged for such transaction carried out between two members of the Conference, but otherwise a minimum charge of 2/6 should be made.

The meeting then terminated.

# Liverpool Shipping and Forwarding Agents' Association.

## Annual Dinner.

THERE was a confident tone in all the speeches delivered at the annual dinner of the Liverpool Shipping and Forwarding Agents' Association, held at Liverpool, on January 17th. Whilst the continued industrial depression was deplored, some of the principal guests thought it was not without its hopeful aspects. Careful analyses were made of the causes of bad trade and the steps that should be taken to facilitate the return to normal.

The principal guests were: The Lord Mayor of Liverpool, Mr. G. M. Gillett, M.P., Parliamentary Secretary Department of Overseas Trade, Mr. Philip Holland, American Consul, Mr. T. J. D. Large, O.B.E., Liverpool Customs, Lieut. Col. F. H. Kempe, M.C., Postmaster of Liverpool, Major J. Albert Eckes, T.D., Mr. H. P. Lumb, Mr. G. Leedam, Mr. F. R. Hauxwell, Mr. G. C. Horton, Mr. J. Mitchell-Jones and Mr. James Jude, C.C.

Mr. G. M. Gillett, M.P., Parliamentary secretary of the Department of Overseas Trade, after a reference to last year's trade returns which showed a decline of imports to the amount of £176,000,000, and of exports to £159,000,000, said one of the first tasks to which he applied himself on taking ministerial charge of the Department of Overseas Trade, was to see how he could make of the greatest value to the export trade, the highly efficient machine which it fell to him to use. We were living in times of tremendous change in our industrial system, he said, and it was possible that we might even be at the birth of a new era. Without going into the very thorny and difficult problems of monetary policy, one of the things that it was most essential to consider was whether some of the depression might not be due to faults of our own.

"We don't want to allow ourselves to get depressed because of the disheartening figures I have mentioned, but we want to review the position and ask ourselves 'Can we find a remedy for the evils that are causing us distress.' If you work for a good time, there is no reason why a good time should not come. Everything in trade was teaching us that organization and combination were essential for victory."

Mr. Gillett then gave particulars of three trade commissions, one to South Africa, another to China and Japan, and the third to South America, each of which conducted investigations on behalf of traders of all kinds. Two suggestions were made of what might be done in order to help the overseas trade. The first was in the way of group selling, a system which had been already developed by trade rivals in other parts of the world, and the other was the suggestion of the master cutler of Sheffield that the industry should have in South America, a fully qualified expert as there own trade representative in order to keep in touch with the needs of that great market.

"Good trade can be obtained notwithstanding all that is said about the burdens placed upon industry at this end, if manufacturers would make the goods the market required and improve their selling organizations. Industries must know the exact fancies of the importer or consumer and must then combine, where they make non-competitive lines, to capture the trade. With regard to having special representatives on behalf of particular industries to act as unofficial specialist trade commissioners, the government was prepared to help in every practical way and even to consider the question of some financial assistance. Put in another form he believed the policy of our export trade in many cases should be:—(1) expert market investigation; (2) organization of group selling; and (3) the maintenance of trade experts abroad on behalf of particular industries.

The Lord Mayor of Liverpool said there was no section of the community to whom the trade and commerce of Liverpool were more vital than to the shipping and forwarding agents. He could not help but feel pleased that the question of how Lancashire trade could be improved was being taken up with gusto, both by the Liverpool and Manchester Chambers of Commerce. Obviously any improvement in the industrial conditions of the county would react to the benefit of the whole community. He believed that the Conference of Mayors of the various municipalities would yield a useful result.

Mayor J. A. Eckes, T.D., said the duty of Government is to persuade trade; it is ours to exploit it.

The trade of Liverpool in the past year had not escaped the combination of influences which have so severely checked enterprise in every direction. It was peculiarly dependent on a broad reciprocal movement between home and overseas. That movement has been sadly checked as we all know. The fall in exports was disconcerting. Although allowance must be made for the remarkable decline in values in the past 12 months, there was unavoidable discomfort in knowing that compared with the previous year our exports of wholly manufactured goods were in value, £134,000,000 less in value. Cotton textiles, woollen textiles, iron and steel manufacturers and coal, all continued to show further and marked declines.

"Whilst Liverpool is a mercantile centre concerned with the whole of Great Britain's home and overseas trade, the port is particularly exposed to the depression of the chief basic industries, which operate in the country immediately adjacent to the North West seaboard. Unemployment and restricted spending in that area spreads its definite influence to the markets and distributing point of ingress and egress. If we consider the values of exports in the past year as a whole and relate the loss in that trade nationally, to that of Liverpool, the value of goods going out through the port last year cannot have been less, speaking generally, that about £40,000,000.

"What this loss represents directly to Liverpool is highly conjectural, but taking into account handling transport and all the services incidental to shipping and despatch it has been a serious item to be withdrawn from Liverpool's everyday life. Add to this the general absence of activity in the markets through a lifeless cotton industry, the disorganization of timber and grain imports from Russia, the changes introduced into purchasing and marketing, following amalgamations and concentrations in trading groups, the lowness of freights, the amount of laid up tonnage, the want of cargoes, inter-port competition, employment and taxation, and we have before us a picture of the difficulties which have confronted us.

"Strange and conspicuous among the reduced totals which confront us is the report of the Mersey Docks and Harbour Board that last year was a record tonnage year with 21,314,820 tons of shipping paying rates for the use of the port.

"Liverpool is depressed but not dejected. We in Liverpool still have unbounded confidence. The Docks, wherever possible, are being modernized and extended, we are making provision for unlimited and cheap supplies of electric current for all purposes for years ahead, we are modernizing our

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housing and our roads, and underneath the Mersey we are constructing a marvel of modern engineering. This Tunnel in itself is, I believe, to play a dominant part in the future of the port. Liverpool will, through its agency, cease to be a cul-de-sac and become a dominating commercial centre on a great highway."

"The facilities given by the Railway Companies to the Port of Liverpool are unique. Along the Dock Line there are 15 goods stations and yards with very fine warehouse accommodation. Each station is well equipped with crane power, and in spite of the depression the Railway Companies have kept all their equipment and depots in Liverpool in good order, ready to deal efficiently with an increase in business. Certain speeding up of the Goods Trains has also taken place in recent years.

"How much longer we are destined to endure the discomfort of depressed trade I cannot venture to say. But I do say with confidence that when the change comes we shall not be found unprepared, nor wanting in our capacity to add impetus to the move forward by lending every aid to the carrying of British goods overseas."

Lieut.-Col. F. H. Kempe, M.C., who proposed "The Liverpool Shipping and Forwarding Agents' Association" said every phase of business was now highly specialised and the old private merchant man had been largely displaced by the shipping company. There was need for a body of experts to advise traders as to the best and advantageous means by which they could ship their goods; that service was provided by the Association. Its business was to help shippers to get their goods out of the country and into other countries by the best possible means. The expert shipping and forwarding agent rendered valuable service to the shippers, to the shipping companies, and the port, and were consequently a big factor in the commercial life of Liverpool. Lieut.-Col. Kempe quoted statistics to illustrate the enormous progress of the mercantile interests of the port in the last century.

Replying, Mr. G. C. Horton, chairman of the Liverpool Shipping and Forwarding Agents' Association, said:—

We are, I think, victims of a conglomeration of adverse circumstances acting and re-acting on each other. Frenzied finance, national and local extravagence, excessive production, the fall in prices not passed on to the consumer, great combines, loss of the personal element and touch. The remedy or remedies seem more difficult to state than even to discover the root causes; but undoubtedly there must be a severe reduction in national and local expenses if we are again to be able to compete successfully with our foreign competitors. Another essential is increased buying of British commodities by foreign countries. The South American markets have always been of peculiar interest to Liverpool and with the right propaganda, and the proper attention to the requirements of prospective customers there should be no reason why England cannot again become the principal source of supply to those markets.

"The main object of the Shipping and Forwarding Agents' Association is to strengthen the chain which connects the shipper with the consignee, with the port of Liverpool the principal link in that chain. We endeavour to achieve that object by emphasising the advantages that the port of Liverpool offer, and also by courteous negotiation to remove any disadvantages which are brought to our notice from time to time.

To the representatives of the local Consular Corps, we suggested that they emphasise to their governments that their Customs officials be not too arbitrary in interpreting the requirements at destination.

"As an example I would state that a member of our Association was recently fined because he declared on a Consular invoice 'Firebricks' instead of 'Fireclay Bricks.'

"We hear a lot of the necessity for optimism, but we must be careful that it does not delude us into a false position that we *must* come out on top. There is no guarantee that we *must*, more than optimism is required—very severe application, coupled with clear deep thinking and the earnest co-operation of all, employer and employees."

Responding to the toast to "The Guests," which was ably proposed by Mr. J. Mitchell-Jones, Mr. Philip Holland who is the president of the Liverpool Consular Corps said he was beginning to believe that unless one is of the esoteric, shipping and forwarding are shrouded in mystery.

"Your motto is, 'We do for you what you cannot well do for yourself, and we do it better.' The businessman who attends to his own shipping, unless his business is sufficiently large to have a special shipping department, is somewhat in the same category as the man who is his own lawyer or physician, he usually has a fool for his client or patient.

"A shipping and forwarding agent is to merchandize transport what a bicycle is in human transport. Through a shipping and forwarding agent, an exporter can deliver his foreign sales at less cost than he can, acting as his own agent.

"I regard you as an indispensable link in the chain of international trade. No class of men are better informed on transportation channels and cost. You take upon yourselves the petty annoyances which beset commerce. You assume the pettifogging worries of the big shipper, and make it possible for the small purchaser to do business in the world markets. You take as it were, the interference out of international trade broadcasting."

# Liverpool C.M.U.A.

**13th Annual Meeting.**

MEMBERS in the Liverpool Area of the Commercial Motor Users' Association held their 13th annual general meeting at the office of the Secretary, Mr. C. Dudley Whitnall, A.C.A., A.S.A.A., on Thursday, February 12th. Here are a few extracts from the principal matters dealt with in the annual report of the Committee, which appears over the signature of the Chairman, Mr. A. C. Bloomer:—

**Water for Steam Wagons.** This scheme continues to operate successfully. Unfortunately a great deal of damage continues to be done to the service boxes. This state of affairs necessitates constant vigilance on the part of the various water authorities who are parties to the scheme. The Committee note with concern that the number of prosecutions against drivers is on the increase. Members owning steam vehicles will appreciate how necessary it is that water should be available when required, and they are urged to bring to the notice of the Committee, any cases of wilful damage that come to their knowledge.

**Natural Water Supplies.** Particular attention has been given to the question of interference by local authorities with natural water supplies in cases of road reconstruction. As a result, assurances have been received from the Ministry of Transport that where natural water supplies previously existed, everything possible will be done by the authorities concerned to retain these.

**Loads on Mersey Ferry Approaches.** In the early part of the year the Committee took up with the Mersey Docks and Harbour Board the question of maximum permissible loads on the floating roadways at Liverpool and Birkenhead. It was pointed out that the limit of 18 tons did not permit of full advantage being taken of the laden weights allowed by law, and that the restrictions constituted a severe handicap to commercial motor users of the ferries. However, the Committee was informed that the maximum weight of 18 tons allowed on the floating roadways had received the approval of the Minister of Transport, who had agreed with the Mersey Docks and Harbour Board that the weights allowed could not with safety be increased.

**Mersey Ferry Rates.** The attention of the Committee was drawn to the fact that, whereas the Wallasey Ferries pass on the relief obtained by them under the De-Rating Act, 1929, proportionately to all commercial users, the Birkenhead Ferries pass on the relief only where monthly credit accounts of at least £5 are opened. It does not appear generally to be known that the relief (at the present time 12½ per cent.) may also be obtained by the purchase of prepaid freight tickets. The Committee reports that, following strong representations by them, the Birkenhead Ferries Management have now intimated their willingness to issue such tickets in minimum amounts of £1.

**Road Traffic Act.** Perhaps the most outstanding feature of the Road Traffic Act is that which imposes a limitation on drivers' hours. The fact that the Minister of Transport has postponed the operation of this part of the Act from time to time, suggests that to limit drivers' hours is not so simple a matter as would at first appear. Members would be glad to know that at the present time the Association is making very determined efforts to obtain some relaxation in the onerous conditions of Clause 19.

**Membership.** The membership in Liverpool has been well maintained during the past year. The need for commercial motor users to be properly organised is more apparent that it has ever been. The concessions obtained during the year in connection with the Road Traffic Act are, unfortunately, not apparent on the surface, but none the less they have amply justified the existence of the C.M.U.A.

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# News from the Ports.

**Manchester Shipping and Forwarding Agents' Conference.**—At the time of writing arrangements are under consideration for the annual meeting of the Manchester Shipping and Forwarding Agents' Conference which is due to be held this month.

**Manchester Ship Canal Traffic.** — From the monthly statistics which have been furnished us by the Manchester Ship Canal Company, it is pleasing to read that traffic receipts during the month of December were the highest for six months, being £118,986 compared with £123,870 in December, 1929.

**Personal.**—Mr. Alfred Watkin, Chairman of Lloyd's Packing Warehouses and a Director of Manchester Liners, has been elected Chairman of the Manchester Ship Canal Company to succeed the late Capt. William Charles Frederick Bacon, head of Sivewright, Bacon and Co., shipping brokers, and Director of other shipping firms. Capt. Bacon was also Vice-Chairman of the Manchester Docks and Warehouse Extension Committee.

**Master Porterage.**—Arrangements are being made by the White Star Line of Liverpool to transfer the work of loading cargoes on their liners from their own permanent staff to local master porters. This steamship company has carried out its own cargo loading work for more than 50 years.

**Newcastle's Projected Quay Extensions.**—The members of Newcastle Corporation Trade and Commerce Committee, headed by its Chairman, Ald. Walter Lee, and including the Lord Mayor (Ald. David Adams), made a thorough inspection of the quay on February 2nd, devoting particular attention to the proposed extension, 750 ft. long, preliminary work on which has already been put in hand. The City Engineer, Major W. J. Steele, explained a complete set of plans of the proposed work, the special object of which is to provide deep-water accommodation for big steamers.

**Fall in Ferry Receipts.**—It was reported to the Tyne Commission at its last meeting that the number of passengers using its three ferries, which serve North and South Shields, had decreased by no fewer than 204,000. Receipts for the past year were down by £4,000, mainly due to the reduction of fares; but 30,000 more motor vehicles were carried in 1930 than in the previous year.

**Promoted.**—Lieutenant-Commander W. A. Williamson, R.D., R.N.R., who has been promoted Superintendent of the City Line of steamers, Glasgow, is a son of Mr. W. Williamson, solicitor, Antrim (near Belfast).

**Shipping Agents' Competition.**—It may be remembered that at the annual meeting of the Liverpool Shipping and Forwarding Agents' Association, bitter complaints were made of unfair competition by steamship agents against legitimate shipping and forwarding agents. The chief ground of complaint was that the representatives of the steamship owners were using their commission to bolster up forwarding business. This matter is now being taken up by the Council of the Liverpool Shipping and Forwarding Agents Association with the Chairman of the Liverpool Steamship Owners' Association, Mr. Clarke, of Larrinaga and Co., Ltd.

**The Work of the Forwarding Agent.**—Mr. S. Jude, Secretary of the Liverpool Shipping and Forwarding Agents' Association, on February 2nd, delivered a lecture to the members of the Liverpool Traffic Club, which exists for the promotion of traffic knowledge, on "Shipping and Forwarding in Liverpool." Mr. Jude dealt comprehensively with the technique of transport and dispatch, and made it quite plain that there was more in the functions of shipping and forwarding than met the eye. It may be remembered that recently Mr. Jude gave a similar lecture to the Hull Traffic Association.

**New American Liners.**—Work on the first of the new 30,000 ton liners being built for the United States Lines at the Camden plant of the New York Shipbuilding Company is progressing according to schedule, it was said at the London offices of the steamship company recently. Approximately 1,600 men are engaged in the construction work. The liner will be 705 feet long with a beam of 86 feet. With a speed of twenty knots she will enter the New York, Cherbourg and Southampton run temporarily with the "Leviathan" later to be withdrawn when she can be replaced by a larger and faster ship.

**Progress at the Port of Dublin.**—The year 1930 was a period of progress and development at the port of Dublin. The very successful working of the trade and commerce of the port last year was referred to at a recent meeting of the Dublin Port and Docks Board. Interesting facts and figures were given, which showed that the registered tonnage of vessels that had entered Dublin during 1930 totalled 2,456,704 tons, a tonnage that constituted a record for the port, and was an increase of 116,070 tons over the year 1929. Mr. Charles McGloughlin was re-elected Chairman of the Port and Docks Board.

**Another Ship to be Cut into Three.**—The Anglo-American Oil Company's Tanker, "Saranac," sailed last month for the Tyne, to be cut into three and to have a new middle section of 4,000 tons displacement inserted, by Palmers Shipbuilding Company, Ltd., who so successfully performed a similar operation on her sister ship, "Cadillac," last year. The "Saranac" is a vessel of 17,000 tons, and since she was built in 1918, has carried more than 375 million gallons of Pratts products to this country.

**Southampton Docks.** — With the exception of the "Majestic," which re-enters service on March 18th, each of the big six engaged on the North Atlantic passenger service between Southampton and New York will have resumed operations, after the winter overhaul, by the end of February. The 1931 passenger season will witness the introduction of several important features, notably the inauguration of joint sailing schedules by continental lines using Southampton. The addition of the Rotterdam Lloyd's latest motor-ship, the "Dempo," to the Java trade in March will allow a speeding-up to be effected on this route whilst the commissioning of the new Canadian Pacific liner, "Empress of Britain," 42,500 tons, in June will mark a new epoch so far as shipping communication with Canada is concerned. Pleasure cruising, according to the programmes of some of the companies whose ships are regularly based at Southampton, will again figure prominently in the shipping activities of the Docks during 1931. The Orient Line have decided to allocate three vessels, the "Orontes," "Oronsay" and "Orford" to such service this year as compared with two similarly engaged in 1930. Closely following upon the decision of the Southern Railway Company to build the new graving dock, intended for the reception of the mammoth 73,000 ton Cunarder, upon a site adjacent to the present dock extensions at Millbrook, preliminary excavation work has already been commenced. It is intended that the new dock shall be completed in readiness to receive the new Cunarder towards the end of 1933 and it will be appreciated that a tremendous task must be accomplished in constructing the world's largest graving dock, measuring 1,200 feet in length and 135 feet in width within a period of less than three years.

**White Star Line.** — The White Star Line have scheduled for this year over 500 North Atlantic sailings alone to and from six ports in the British Isles. The vessels operating these sailing include the new motor vessel, "Britannic," the ship of 1930, whose immediate popularity in the six months of her life, with the traveling public has been phenomenal; and the "Majestic" whose 56,621 tonnage gives her the distinction of being the world's largest liner. In addition to these sailings several White Star liners will be engaged in Winter and Summer Holiday cruises to the North Cape, Norwegian Fjords and Atlantic Islands. Of the building programme of the Company the vessel which at present creates the greatest amount of interest is the "Georgic" the sister vessel of the "Britannic" the White Star Line's first and very successful experiment in motor shipping. When completed the "Georgic," which will have a tonnage of about 27,000, will accommodate 1,500 passengers in three classes, Cabin, Tourist Third Cabin, and Third Class, and she will be engaged on the Liverpool-New York service, alongside the "Britannic."

**The Fishguard-Rosslare Route.**—The steamship service between the ports of Fishguard, in Wales, and Rosslare, in the County Wexford, is to be augmented in due time by the Great Western Railway Company, of England, whose transport services in passengers and goods between London and South Wales, and Cork and the South of Ireland via those two ports is increasing. The Company intend placing two new steamers on this popular and convenient route, and the order for the construction of these has already been placed with the Birkenhead firm of shipbuilders, Messrs. Cammell, Laird & Co.

**Tyne Tunnel Proposal.**—The proposal to build a bridge between North and South Shields being now deemed impracticable, the joint sub-committee definitely favours a tunnel scheme for joining the boroughs. It is hoped to obtain a substantial grant from the Ministry of Transport.

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**P.L.A. Monthly.**—The February number of the Magazine of the Port of London Authority contains some very interesting articles. Mr. A. G. Linney, the Editor, has found several curious old manuscript books in which a dockmaster at Surrey Entrance Lock (Surrey Commercial Docks) kept a diary throughout the year 1865, and in this issue Mr. Linney reproduces a photograph of several of John McArthur's diary entries, and says:—"The Journal is contained in two exercise books, bound in old-fashioned mottled covers, and virtually every day of the year 1865 is included. Handwriting in those days was no slap-dash business: with John McArthur it was indeed penmanship, carried out with a fine nib, down strokes thicker and upstrokes fine, capitals given neat flourishes, every character fully formed, few contractions, and each day's entry ruled off with a double line of red ink. It is obviously the work of a man who was painstaking and methodical in recording accurately what he considered to be the necessary daily details of his routine."

**Port of Bristol Official Handbook for 1931.**—The Port of Bristol—which in these days includes not only the City Docks but also the larger rivermouth docks at Avonmouth and Portishead—has a history extending back over two thousand years. Bristol has always remained the market and distributing centre for grain, provisions and other goods for the West of England, and the Port under the enterprising management of the City Authorities has developed other important departments of industry, as is illustrated in the official handbook of the Port which contains a wealth of information and is beautifully illustrated. The General Manager and Chief Engineer is Mr. Thomas A. Peace, and the Assistant General Manager is Mr. Frank Brown. The head office is at Queen Square, Bristol.

**Clyde Navigation Trust.**—Trade at the port for the past month has been very quiet on the export side. There has been, however, a particularly heavy incoming traffic. With the falling off in the export trade during the past six months the Clyde Trust have been most active in opening up business connections in the various dominions with Scottish manufacturers, and negotiations are now proceeding in connection with some 50 or 60 commodities manufactured in Scotland, with a view to manufacturers being represented by real live firms abroad. The ultimate object being the building up of their export trade. Speaking at the Glasgow Publicity Club on the 23rd January, Mr. Harold Ford, Commercial Manager, Clyde Navigation Trust, referred to the proposed Glasgow Development Board saying that in his view Glasgow had fallen a long way behind other parts in not paying sufficient attention to its commercial development, and had been rather prone to rely on a resumption of prosperity in its basic industries. The question of attracting new industries was no new idea, and he stated that he had submitted a similar proposal to the Clyde Trust 15 months ago, and threw out the hint that he was now actually engaged on a scheme for submission to the Trust shortly for the development of a portion of the Shieldhall estate, in the vicinity of the New Dock to be used as an industrial estate.

**Aberdeen Harbour Revenue.**—The report of the Finance Committee, submitted to the Aberdeen Harbour Commissioners on January 12th, shows a surplus of £32,000 for the financial year ending September 30th, 1930. The total ordinary revenue amounts to £152,947 being a decrease of £4,150 upon that of the previous year. The statement on imports and exports shows that 1,060,532 tons of goods were imported being an increase of 2,684, while the goods exported totalled 146,643 tons, a decrease of 10,407 tons. The tonnage of trading vessels which entered the harbour was 965,035 tons, being an increase of 26,604 tons, while the tonnage of fishing vessels is given at 1,344,565 tons, an increase of 90,533 tons compared with the previous year.

**Clyde Harbour Charges.**—Further rebates on charges leviable at Glasgow Harbour have been decided upon as a result of de-rating relief. The committee's report stated that owing to the continual decrease in the volume of some of the goods in receipt of rebates from charges, mainly coal, iron ore, and iron and steel, it was apparent that the total estimated rebates would fall short of the total de-rating relief to be granted to the Trustees. That total had now been practically confirmed at a little over £88,000, and the committee recommended that additional percentage rebates be granted as from January 1st to September 30th, 1931, subject to review at any time. It is estimated that the present rebates and the additional rebates would result in a total relief of £86,799, the effect of the additional rebates being relief to the extent of £2,727 on iron and steel goods, etc.; £4,357 on graving docks, and £7,962 on all vessels other than new vessels.

**Bo'ness Dock Trade.**—An official statement of trade at Bo'ness Dock shows that there arrived during the course of last year 480 vessels with a total registered tonnage of 304,215 tons, compared with 537 vessels of 296,747 tons for 1929. Although fewer ships arrived the registered tonnage is up, showing that larger vessels are finding their way to the port.

**Not Despondent.**—Mr. J. A. Eckes, of Langstaff, Erembert and Co., shipping and forwarding agents, who is Chairman of the Liverpool Chamber of Commerce, in a speech at Liverpool asked "Can our export trade be regained?" A tariff efficiently administered in this country, he said, was bound to bring in some revenue and he made the suggestion that the revenue from the tariff, should we get one, should be ear-marked for the assistance of the export trade. Rationalisation was now being spoken of as the cure for all our industrial ills. If rationalisation meant unity and co-operation he agreed; but if it meant huge combines monopolising trade he was opposed. The great curse of many combines was the loss of the personal touch. It was to the merchants that we must look to push our offensive home. He was not despondent about our export trade if it was tackled properly.

## Port of London Authority.

**London's Annual Shipping—another Record.** Provisional figures show that 58,083,575 net register tons of shipping used the Port of London during 1930. This represents an increase of over 500,000 net register tons over the total for 1929 and is a record for any calendar year in the history of the Port of London.

**P.L.A. Display at British Empire Trade Exhibition, Buenos Aires.** The Blue Star s.s "Avila Star," which left London on January 16th, has on board a number of exhibits which are being sent out in prepartion for the forthcoming British Empire Trade Exhibition at Buenos Aires, to be opened by H.R.H. The Prince of Wales on the 14th March. The exhibits include a number of unique dioramas which the Port of London Authority have had specially prepared to illustrate the many-sided activities in the Port of London. The dioramas are on a scale not attempted before and include views of the Pool of London from London Bridge, the Royal Victoria & Albert and King George V. Docks, the Port at Tilbury, a meat discharging berth, and unloading grain at the Millwall Granary. The Authority are erecting an attractive Pavilion in the Engineering and Shipping Hall in the Exhibition grounds.

**Port of London Authority as School Teachers.** During 1930 nearly 6,000 school children and students were afforded facilities to view London's great dock and warehouse systems. The Port Authority provided guides and instructive talks were given on London's shipping and trade. These visits constitute a practical lesson in commercial geography and impress the scholar with the magnitude of the Empire's greatest Port and the part it plays in the handling and distribution of commerce to and from all parts of the world. The Authority have received many expressions of appreciation from teachers as to the far-reaching educative value these visits afford to school children.

**Port of London Authority Election, 1931. "Official" Panel of "Goods" Representatives.** At a meeting convened by the London Chamber of Commerce, with Sir Geoffrey Clarke (Deputy Chairman) in the Chair, held on January 30th, attended by the representatives of twenty-five Organisations (including seven Trade Sections of the Chamber) whose members are payers of rates on goods to the Port of London Authority, it was decided to recommend the electors to vote for the following eight "Goods" candidates:—

Benn, Captain Sir Ian Hamilton, Bt., C.B., D.S.O., T.D.
Cory-Wright, Sir Arthur Cory, Bt., J.P.
Davis, Arthur Charles.
Guthrie, Charles Seton Sinclair.
Hodge, Cecil Wilfred.
McLeod, Sir Charles Campbell, Bt.
Murray, Archibald.
Wiles, The Rt. Hon. Thomas, P.C.

The eight "Goods" candidates mentioned above are the present sitting members, who received the support of the Trades Associations at the previous election in 1928.

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# Railway Notes and News.

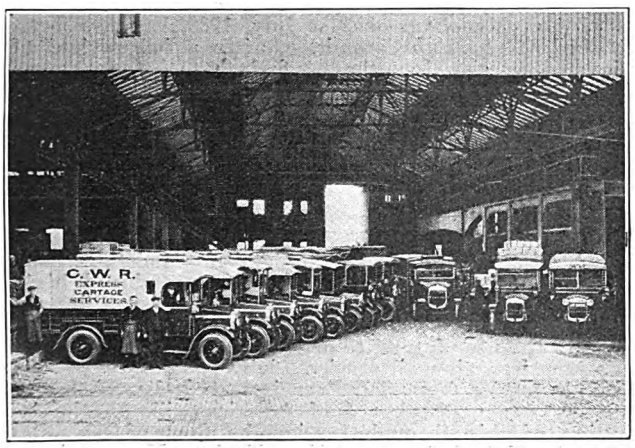
**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 4 weeks of 1931 compared with the same period in 1930, and are as under:—

| | 1931 | 1930 |
|---|---|---|
| | £ | £ |
| Passengers, Parcels, etc. | 4,541,000 | 4,812,000 |
| Merchandise, etc. ... ... | 3,993,000 | 4,755,000 |
| Coal, Coke, etc. ... ... | 2,677,000 | 2,939,000 |
| | 11,211,000 | 12,506,000 |

The disputes in the South Wales Coal Fields and the Lancashire Cotton Industry have adversely affected the 1931 receipts, and it should also be borne in mind that the period of 1930 with which comparison is made was prior to the present state of general depression of trade in the country. The decrease if compared with the first four weeks of 1929 was £1,213,000.

**L.N.E.R. Magazine for February.**—Among the principal articles in the February number of the London and North Eastern Railway Magazine are the following:—"The Stores Department," by A. P. Ross, Chief Stores Superintendent; "Are Railways Essential?" A question debated and answered at York; "The First Aid Movement on Railways"; "King's Cross Christmas Traffic"; "The Carlisle and Silloth Railway." As usual there are some excellent illustrations.

**"Thornycroft" Vans for the G.W.R.**—Our illustration shows a fleet of Thornycroft vans in the service of the




"THORNYCROFT" VANS FOR THE GREAT WESTERN RAILWAY

Great Western Railway at the Cardiff Goods Depot, where they are employed in connection with their "Railhead" Delivery Scheme. Traffic is received at the Company's various "railheads" whence it is distributed by motor vehicles to its various destinations in the surrounding districts. The Great Western Railway have been users of Thornycroft vehicles since 1913.

**G.W.R. Contracts.**—The Great Western Railway have placed the following contracts with outside firms to the value of £27,500. These include works in connection with the £1,000,000 Paddington Rebuilding Scheme—at Bishops Road, where the station is to be remodelled and enlarged to deal with the whole of the local services, and increasing suburban traffic, and at Westbourne Park, where electric power signalling is to be installed. Earthwork, retaining walls and other work at Bishops Road Station, Paddington, Cleveland Bridge & Engineering Co., Ltd., Darlington; provision and installing of electric power signalling at Westbourne Bridge, Paddington, General Railway Signal Co., Ltd., London; reconstruction and widening of Bath Road Bridge over Windsor Branch near Slough Station, D. G. Somerville & Co., Ltd., London; supply and erection of a refuse destructor at Sudbrook Pumping Station, Heenan & Froude, Ltd., Worcester; supply and erection of two electric 5-ton goods lifts for South Lambeth Warehouse, Wm. Wadsworth & Sons, Ltd., Bolton; work in connection with renewal of Board of Trade Passenger Certificate and Lloyds Special Survey No. 3 of the steam tender "Sir Walter Raleigh," Bickle Engineering Co., Ltd., Plymouth; supply and erection of two 1-ton three 30-cwt. transporter cranes for Paignton, St. Austell and South Lambeth goods sheds and one 6-ton electric overhead travelling crane for Swindon, Wharton Crane & Hoist Co., Ltd., Reddish; demolition of buildings at Bristol, Wapping Wharf, J. & P. Zammitt, Llanelly.

**Southern Railway Magazine.**—The January issue of the Southern Railway Magazine contains another interesting contribution to the series of articles entitled "Road Transport Companies in Association with the S.R." The activities of the Southdown Motor Services, Ltd., are dealt with and the route diagram gives an excellent idea of the ramifications of the Company. As usual, this issue of the S.R. magazine contains some excellent illustrations and the whole of the letterpress makes interesting reading.

**Proposed New Railway in Quebec.**—We have received news from the Office of the High Commissioner of Canada, The Canadian Building, Trafalgar Square, London, S.W.1, to the effect that application has been made to the Quebec Legislature for the incorporation of the Kakabonga Colonisation Railway, which is intended to connect the agricultural, mining and timber regions of Abitibi and Timiskaming with the southern part of the Province of Quebec. Starting from a point in the western Quebec mining area near Rouyn, the proposed line would skirt the headwaters of the Ottawa, Gatineau and Lièvre Rivers, thence branching south-eastward in the direction of St. Michel des Saints and on to a junction with existing lines serving the counties on the north shore of the St. Lawrence. The line would be about 325 miles in length, providing a new direct connection between the north-western part of the Province and the cities of Montreal and Quebec.

**G.W.R. Magazine for February.**—The following news items have been culled from the February issue of the Great Western Railway Magazine:—It is estimated that the greater part of the £355,000 decrease in the G.W.R. revenue in the first three weeks of the year, as compared with 1930, was due to the coal stoppage in South Wales. In addition a further £85,000 decrease was recorded in Dock receipts. For nearly a hundred years, the G.W.R. has led the way in the locomotive world, and a remarkable feature is that since 1837—96 years—there have been but five Chief Mechanical Engineers. Each has been a man with vision and foresight who has left his mark on the world of locomotive construction. To-day the Company possesses in its "King" Class the 30 most powerful passenger locomotives in Britain and no greater tribute could be paid to its present day supremacy, than the fact that more than one railroad in America and other countries has copied some of the features of this fine example of locomotive practice which embraces grace, speed and power. In speed the G.W.R. has led the field, and to-day there are 40 expresses booked to run on the G.W. system from distances ranging from 53 to 173¾ miles, and totalling in the aggregate 4,063 miles, at "start to stop" speeds at 55 to 66.2 m.p.h.

**L.N.E.R. Contracts.**—The L.N.E.R. report that the following contracts have been placed:—The Clyde Crane & Engineering Co., Mossend, Lanarkshire—four 3-ton crank operated level luffing jib portal cranes for Grimsby, Royal Dock; Fielding & Platt, Ltd., Gloucester—one hydraulic coal hoist for 20-ton wagons for Hull, Humber Dock; John F. Anderson, 33, Summer Street, Aberdeen—works in connection with alterations to bedrooms and bathrooms at Palace Hotel, Aberdeen; Messrs. John Lant, Ltd., 90, Pilgrim Street, Newcastle-on-Tyne—construction of subway under Redcar East Halt; Furness Shipbuilding Co., Haverton-Hill-on-Tees, Durham—rebuilding bridge over River Esk destroyed by floods; Sentinel Waggon Works, S.W.1—five Sentinel locomotives.

**L.M.S. and Todmorden Bus Services.**—The L.M.S. Railway announce that they have entered into an arrangement with the Todmorden Corporation for the joint operation of the omnibus undertaking previously operated by the Corporation. The Todmorden omnibus undertaking was one of the first, if not *the* first, municipal omnibus business to be established in this country, having been started in 1907. The arrangement which has just been concluded is on somewhat the same lines as that already in force with the Sheffield, Halifax and Huddersfield Corporations. Virtually the L.M.S. Railway has adopted in a partnership scheme the Corporation services in the area concerned instead of putting on buses of their own. The undertaking will be controlled by a joint committee on which the Railway and the Corporation will be equally represented. Special attention is to be given to the co-ordination of road and rail transport within the area of operation. At present some 36 omnibuses are operating a route mileage of 48 miles with an annual omnibus mileage of about 1,000,000.

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# Air Transport Notes.

**"Bristol" Aero Engines.**—The "Bristol" Jupiter Radial aircooled engine is designed and manufactured by The Bristol Aeroplane Co., Ltd., at Filton, Bristol, and is also constructed under licence all over the world. The second issue of the *Bristol Review* contains information on the progress made in every field in connection with "Bristol" engine products. This issue deals (*inter alia*) with the new type of geared Jupiter engines; future "Bristol" engine programme; recent factory developments; the Record Cape and Back Flight; fuel economy with Jupiter engines, and Jupiter engined aircraft at home and abroad.

**Future of the Aeroplane.**—Sir Alan J. Cobham gave a lecture at Liverpool on January 28th, in the course of which he said that we are the world's largest exporters of aircraft. When we had the landing grounds then there would be a revolution in transportation in this country. We could not have the flying there should be and would be until we had air ports. They would make the aeroplane an instrument of utility. Just as we led the world in shipping, so should we lead the world in air transport.

**Manchester Air port.**—The sum of £12,000 is to be spent over the next five years by the Manchester Corporation Airport Committee on enlarging the aerodrome and for providing a control tower and a meteorological department. The question of the Corporation's financial interest in the proposed new services to the Isle of Man and other districts will be discussed at an early meeting.

**Tyneside Air Project.**—Messrs. Orange Bros., of Bedlington, pioneers of the London-Newcastle bus services, have under consideration an ambitious scheme for daily air services between those two centres. Mr. Joseph Orange, one of the principals, stated that he would like to see two services a day each way, one in the morning and the other in the afternoon, each plane carrying about 10 passengers. The journey could, he says, be accomplished within three hours. Mr. Orange was for two years an airplane instructor during the War, and would probably pilot a machine himself, while another brother and some of their drivers might train to secure pilots' certificates.

**Five Years' Air Traffic.**—The air traffic returns for the last five years show that the season 1928-9 still holds the record for the number of cross-Channel flights, passengers carried and total mileage, the number of passengers per machine being just over 8. Figures for the last 11 months of 1930 show a slight decline both in the number of flights and passengers carried, but the average number of passengers per flight was over nine. The bulk of the work of Imperial Airways was again carried out by the Armstrong Whitworth Argosies. The fleet was launched in 1926 and increased three years later, the latest figures showing the total distance flown as 1,636,180 miles for a flying time of 18,165 hours 48 minutes. As 1,000 hours are equal to 250 days, the machines have spent over 750 days in the air! Comparing the last 11 months of 1930 with the previous 12 months the Argosies flew 540,975 miles as against 602,475 miles.

**The Growth of Aerial Transport.**—One of the greatest of our modern romances is the rapid growth which is taking place in commercial aviation. When, during 1919, the first British air expresses were flying daily between London and Paris, there were not more than about 3,000 miles of aerial routes throughout Europe. To-day the figure for Europe stands at approximately 60,000 miles, while throughout the world there are now more than 136,000 miles of high-speed aerial ways. It was in 1924, so far as Britain is concerned, that we reached the landmark of the establishment of Imperial Airways, and the progress of British air-transport, since the Company began operations, is told by statistics now available. One of the aims has been to increase steadily, by improvements in aircraft and organisation, the all-the-year-round dependability of the Imperial Airways Services. How this has been achieved may be judged from the table appended:—

| Year. | Percentage of flights completed to schedule. |
|---|---|
| 1924-25 | 75 |
| 1925-26 | 85 |
| 1926-27 | 92 |
| 1927-28 | 93.39 |
| 1928-29 | 93.40 |
| 1929-30 | 94.18 |

Since the inception of the Company its passenger traffic has increased remarkably. During 1924 the total number of travellers carried was 11,170. By 1926 this had grown to 16,800, while by 1929-1930 the figure had gone up to 27,600. Altogether, since 1924, Imperial Airways have carried 166,000 passengers, and have flown 6,727,143 miles.

The growth in air-mails is equally sustained, as will be seen from the table appended, giving the latest figures for mail carried in the aircraft of Imperial Airways:—

| Year. | Tons. |
|---|---|
| 1924-25 | 21 |
| 1925-26 | 29 |
| 1926-27 | 39 |
| 1927-28 | 40 |
| 1928-29 | 51 |
| 1929-30 | 60 |

In the transport by aeroplane of urgent mechandise there has also been a most encouraging growth. Whereas in 1919, when aerial transport began, only a small number of parcels were carried between London and Paris by any one machine, it is no uncommon thing, now, when walking through the freight sheds at the London air-station, to find in them many tons of urgent merchandise either just arrived from the Continent, or about to be despatched by air. During a recent period of nine months nearly 600 tons of freight were air-borne in and out of Croydon in the machines of Imperial Airways. Altogether, since they began flying in 1924, the aircraft of the Company have carried 5,790 tons of goods between London, the Continent and India.

**Accident to Aeroplane G-AAZK at Meopham. Report of the Aeronautical Research Committee.**—The Report of the Accidents Investigation Sub-Committee of the Aeronautical Research Committee on the accident to aeroplane G-AAZK at Meopham on 21st July, 1930, has now been published. The Sub-Committee, after a full review of various alternative hypotheses, find that the most probable primary cause of the disaster was a phenomenon described as "buffeting"—a species of irregular oscillation—which caused a breakage of the tail unit in the first instance. The Aeronautical Research Committee have endorsed this finding. The consequential action involved is now under consideration.

**12,000 Miles Air and Ocean Freight Service.**—Arrangements have recently been completed between Imperial Airways, the Cunard Steamship Company, and the White Star Line, for the institution of a new combined high-speed air and ocean freight service which is at first to extend from New York via London to India. It is also hoped, in the near future, to arrange connections with the trans-American air-mail service, giving a 12,000 miles air-ocean-air service from San Francisco to India. A parcel from the western seaboard of America will—on the institution of this through service—be flown 3,000 miles across the United States to New York. Here, twice a week, connections will be established with White Star and Cunard eastbound Royal Mail liners, such as the "Olympic" or "Aquitania." After its 3,000 miles ocean passage in one of these vessels, the parcel will be transferred to an Armstrong-Siddeley air-liner of Imperial Airways for its journey above Europe to Athens. Then, after an aerial voyage above the Mediterranean in a large 3-engined Short-Jupiter flying boat, the parcel will be transferred again to a big De Havilland-Jupiter land-plane for its final stages across the Iraq desert to Baghdad, the Persian Gulf and India. By this new super-speed air and ocean route a parcel will be conveyed from San Francisco to India in not more than 14 days, while the time of transit from New York to India will be only 11 days. A valuable extension of this air-ocean freight service will be inaugurated early next year when the Imperial Airways England-South Africa route is instituted. This will open up not only an accelerated service to South Africa but will show a very great saving in the time of transit of urgent parcels from the entire American continent, north and south, to the rapidly developing British possessions along the east coast of Africa.

**China-Germany Air Service.**—A Nanking message says that it is understood that a trial flight [illegible] to Berlin, in connection with the proposed [illegible] service between China and Europe, will [illegible] the end of February. A corporation is [illegible] to deal with this service and it is learned [illegible] Government will nominate the heads of [illegible] transportation departments while German aviation interests will nominate the head of the navigation department and an assistant in the financial department.

*REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.*

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# Law Cases.

## MOTOR COACHES IN LONDON.
## RULE NISI AGAINST THE MINISTER OF TRANSPORT.

King's Bench Divisional Court: The Lord Chief Justice, Mr. Justice Avory, and Mr. Justice Macnaghten.

ON January 28th, on behalf of Skylark Motor Coach Co., Ltd., of Acton, an exparte application was made for a rule *nisi* to the Minister of Transport (Mr. Herbert Morrison) directing him to show cause why a writ should not issue to prohibit him from making certain regulations to prevent motor coaches entering, and using the roads of, certain areas in the Metropolis.

Mr. Comyns Carr, K.C., and Mr. P. B. Showan, on the instructions of Mr. J. R. Cort Bathurst, appeared to make the application.

Mr. Carr at once read an affidavit by Mr. Charles Dobbs, a director of the Skylark Motor Coach Co., Ltd., which read as follows:—

"The Company holds 19 metropolitan stage carriage licences, each of which authorises the Company to use a coach to ply for hire as a metropolitan stage carriage for one year. The licences expire on various dates between February, 1931, and January, 1932. They are not expressed to be subject to any condition other than that they are to be 'subject to any order made by His Majesty's principal Secretary of State by virtue of the Metropolitan Public Carriage Act, 1869, and the London Cab and Stage Carriage Act, 1907.' The licences are not expressed to be subject to the provisions of the London Traffic Act, 1924, nor to conditions as to approved routes and the maintenance of a regular service.

"The Company has operated coaches in accordance with similar licences since December, 1928, plying for hire in the Metropolitan area, and outside, on regular services to and from Upper Regent Street, W., and Guildford, Hertford, Dorking and other towns. The coaches have always started from Upper Regent Street where the Company, in conjunction with another company, have a booking office where passengers can be picked up and put down. On December 19th, 1930, the Minister of Transport gave notice in the *London Gazette*, under the Rules Publication Act, 1893, that he proposed, after the expiration of at least 40 days, to make regulations under Section 10 of the London Traffic Act, 1924, regulating the use of motor coaches within a prescribed area. The proposed regulations—which are entitled the London Traffic (Regulation of Public Service Vehicles) Regulations, 1931—provide, in effect, that motor coaches shall not, at any time, on any week-day, be on any street within the inner area of London, and that they shall not be on any street in the outer area only at certain prescribed hours, which are quite useless to the Company from a practical point of view. Upper Regent Street is within the outer area and just on the border of the inner area.

"Coaches of the Company going northwards pass through the outer area and those going southwards pass through both areas. The draft regulations purport to permit access by prescribed routes to three existing motor coach stations inside the outer area, but the coaches of my Company have no right to use any of those stations. The Company's coaches come within the definition of an 'omnibus' in Section 16 of the London Traffic Act, 1924, as being 'char-a-bancs or other carriages plying for hire, or used to carry passengers at separate fares,' but they are not omnibuses licensed subject to conditions that they may only ply for hire on approved routes, or that they must maintain a regular service within Section 6 of the Act.

"Section 7 of the Act provides for the special forms of regulation which the Minister is empowered to make as to restricting the operation of 'omnibuses.' By Section 10 of the Act the Minister must, before making any regulations under that Section, refer the matter to the Advisory Committee, including the 'additional members' for their advice and report and, if the regulations would [illegible] on the police, he must consult the Slough Sta[illegible]. The 'ordinary members' of the Advisory supply and c[illegible] consist of representatives of local Pumping Stat[illegible] police, and persons appointed by the supply and ere[illegible]sport. The 'additional members' represent the [illegible] of labour and those of persons providing means of transport and users of vehicles. The Motor Coach industry was not represented on the Committee, but omnibus proprietors were represented by two of the 'additional members.' The London General Omnibus Co., Ltd., have recently formed a new company called Green Line Coaches, Ltd., which, in spite of warnings by the Minister of Transport, has placed on the streets numerous new coaches operating from the zone from which the draft regulations sought to bar motor coaches.

"It is submitted that the Minister of Transport cannot make regulations which would deprive the Skylark Motor Coach Company of a substantial part of the benefit of its licences during the currency of them, at least without invoking the powers conferred on the Minister by Section 10 (2) of the Act of 1924 which has not been done in the draft regulations. So far as can be ascertained, no applications have been made to the Minister by the highway authorities as mentioned in Section 46 (9) of the Road Traffic Act, 1930, in which was vested any of the streets included in the inner or outer banned areas in the draft regulations.

"Notwithstanding the publication of the proposed regulations, Green Line Coaches, Ltd., have recently opened an extensive garage for coaches in the inner area of the proposed prohibited zone and numerous coaches have begun to operate therefrom. That station is not expressed in the draft regulations to be one of the exempted stations to which coaches might have access. From statements, however, that have appeared in the public Press and otherwise, there is reason to apprehend that it is the intention of the Minister so to modify the regulations as to include that station in the exemption, thus giving the Green Line Company a preference against the Skylark Company which would be even more disastrous to the latter than were the regulations as originally drafted.

"The rule, therefore, is sought on the six grounds, as follows:—

(1) That the Skylark Company hold unexpired licences authorising them to ply for hire without any limitations or conditions;
(2) that the coaches, as omnibuses within the London Traffic Act, 1924, can only be restricted (if at all) by regulations made under Section 7 of that Act;
(3) that the duty imposed on the Minister of receiving advice from the full Advisory Committee has not been complied with;
(4) that no application has been made by any highway authority concerned as provided by Section 46 (9) of the Road Traffic Act, 1930;
(5) that the proposed regulations are in excess of the powers conferred on the Minister by Section 10 and Schedule (III) (2) of the Act in that they do not purport to exclude a specified class, or classes, of vehicles as a whole from the prohibited area, but only such vehicles within the class as are not permitted to use the exempted starting points, and thus the regulations illegally discriminate between members of the same class; and
(6) that the consideration, by the Advisory Committee and the Minister, of special cases with a view to the exemption of the coaches of certain proprietors from the effect of the proposed regulations is in excess of the powers of the Committee and of the Minister and is calculated to prefer one operator to another of the same class."

Mr. Comyns Carr: It is difficult to reconcile many of the provisions of the London Traffic Act, 1924, because, over and over again, it gives powers to the Minister of Transport which are so wide that he can deal with something in half-a-dozen different ways; but now that the Act of 1930 has been passed without repealing the Act of 1924, confusion has become worse confounded. The Act of 1930 gives the Minister different powers, all inconsistent with one another, of doing the same thing. If the Minister had intended to abrogate the Acts under which the Skylark Company's licences have been granted, he should say so expressly, for such an intention cannot be implied.

Mr. Justice Avory: It seems reasonable at least that the public should have some notice that an Act of Parliament has been suspended.

The Court granted the rule which will come up for argument by Counsel for the Minister and the Skylark Company in due course.

* * * *

CASE TO BE HEARD ON FEBRUARY 25TH.

ON February 12th, an application was made to the Court by Mr. W. Banstead, (on behalf of the Attorney General and the Minister of Transport) that a special day should be fixed for the hearing of the arguments in the *rule*, and that those arguments should not be too long delayed. Counsel said the Minister was anxious to have the matter settled because of the fact that motor coaches were using the City in greater numbers every day.

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Mr. Comyns Carr, K.C. (for the Skylark Co.) said he understood that the Minister was still filing evidence, and he (counsel) desired to scrutinise that evidence before it came before the Court and if necessary, answer it.

The Court fixed the hearing of the case for Wednesday, February 25th, next.

## CARRIAGE OF FURNITURE.

THE question as to whether a railway company was entitled to charge a higher rate for the carriage of furniture, was decided by Mr. Registrar Bros, in the Southwark County Court, when the Southern Railway Co., sued A. Cohen, of 95, Graham Road, Dalston, E., furniture manufacturer, to recover £6 6s. 2d. carriage charge.

Mr. Taylor, solicitor for the Company said they had had previous dealings with the defendant, and the claim in this case was for sending wood overmantels on different dates. The company were contending that they were entitled to charge per ton minimum, as the furniture in question was brittle and fragile and came under Class 20 of the schedule. The result of this was that the furniture was put in a box truck by itself, and then packed thoroughly with straw, to prevent any possible damage through shunting, there was no room for any other goods. The defendant, however, was contending that he should only be charged on the weight basis. The defendant in this case was present when the furniture was packed, and in fact assisted in doing so. If the goods were not packed in the way they were, some might have been broken, and the Company would have been liable. The overmantels were sent on three dates and the charge was the same.

Two checkers gave evidence from Nine Elms Station, from where the furniture was despatched, that it was packed with straw, and roped for safety in a truck by itself. The goods in question were fragile, as they had glass mirrors in them. After packing, there was no room for any other goods to go in the truck. They looked as though they were made of American white wood, and it was thought they were for new houses being built at Millbrook, where they were consigned. It was agreed that they had packed them for the defendant on previous occasions, but the checkers were unable to say what the charges were then.

John Edwards gave particulars of the mileage to Millbrook, which he said was 77, and the packing was Class 20 for furniture. Under the Act, the Company were entitled to charge the minimum rate.

The defendant said that he tendered £1 10s. 7d. at Millbrook, which should have been the charge on the weight basis, but that it was refused, and William Pugh said that the charges were payable in London—Nine Elms. They would not be invoiced to Millbrook, who would therefore not know what the charges were.

Mr. Registrar Bros, in giving judgment, said that if the defendant sent goods of a fragile nature by the railway, he was bound by the regulations as laid down by the Minister of Transport, and also the Railway Act, 1921. If therefore he consigned goods, he had to abide by the regulations and charges, and he would give judgment for the plaintiffs, for the amount claimed, and costs.

## GARAGES AND DERATING.

AT a recent meeting of the Colchester Area Assessment Committee, Major-General Sir H. L. Croker presiding, the Mersea, Colchester and District Transport and Bus Company, Ltd., appealed against an assessment of £62 and £50 in respect of their garage, workshop, etc., in High Street, West Mersea.

A representative of the Company said that in June last, it was decided by Mr. Justice Avory and other Judges that garages where practically the whole of the work was done should be derated. In their garages, they did all repairs, motors, marine engines, farm tractors, lorries, buses, etc.

The rating officer said they could not classify the place as an industrial hereditament. The Company had a very big garage, where they garaged buses which ran between Mersea and Colchester. There were also four garages in the same yard, which they let off to anyone. They also did commission work and general repairs. For those reasons, the rating authority could not bring them in as an industrial hereditament.

The Revenue officer, Mr. Loe, said the case quoted by the Transport Company was not comparable with the appeal in question. That case was being taken to the House of Lords. The main object of the garage was the storage and maintenance of their fleet of omnibuses.

The Transport Company's representative said they were motor and marine engineers, haulage contractors, and bus proprietors. Naturally, they did not send their vehicles anywhere else for repair.

The appeal was dismissed and the assessment confirmed.

## LIABILITY OF CARRIERS.

IN the Northern Ireland High Court of Appeal on December 18th, last, Lord Justice Andrews delivered judgment in the matter of Ethel Carr, Windsor Avenue, Belfast, against the London, Midland & Scottish Railway Co., claiming £20 for the loss of luggage when she was travelling on one of the company's trains. The facts were not in dispute. Lord Justice Andrews said the plaintiff was returining, with her mother, from a Continental holiday, and on June 27th, reached Euston station, London, shortly after 5 o'clock. Their luggage consisted of two boxes, which they directed a porter to label and put in the van of the 6 o'clock train for Heysham, and also two dressing cases and a parcel which were to be placed in a carriage in which they had reserved seats. All the luggage had labels bearing their names. The porter carried out his instructions, and the ladies left the carriage, which was otherwise empty, without closing the door behind them, and proceeded to the bookstall on the platform. When they returned to the compartment after being away for a period not exceeding seven minutes, the plaintiff's dressing case had disappeared, and had not since been found. The admitted value was £14 7s. 3d.

Proceeding, the Lord Justice said the case raised issues of considerable importance, and his decision must rest on well settled principles. In general, a railway company were common carriers of such passengers' personal luggage as they were bound by Statute to carry free of charge, though they were not common carriers of the passengers. As such they were insurers for the safe carriage and delivery of the articles entrusted to them, subject to well established exceptions if the loss arose from the Act of God, the King's enemies, inherent vice in the article, or contributory negligence by the owner. This law had been handed down from the day of stage coaches. It was in such a case that Justice Chamber said, "If a man travels on a stage coach, and takes his portmanteau with him, though he has his eye on it, yet the carrier is not absolved from his responsibility, but will be liable if the portmanteau is lost." In the case before him the Recorder of Belfast had given the plaintiff a decree for £14 7s. 3d., with £3 6s. 9d. costs, and having heard the evidence in the appeal brought by the defendants, he was not satisfied that any act of the plaintiff had been really negligent. Still less was he satisfied that such negligence caused the loss. There was no duty cast upon passengers to remain in a carriage during the whole of a journey. They could go to the dining room without being negligent, and why, then, was it negligent for them to go for a brief period to a platform bookstall? He held that the decision of the Recorder was correct, and he affirmed it, with costs.

For plaintiff, Mr. W. O. Hume (instructed by Mr. J. Morris M'Kee); for defendants, Mr. E. S. Murphy, K.C., M.P., and Mr. W. M. Miller (instructed by Messrs. C. & J. Black).

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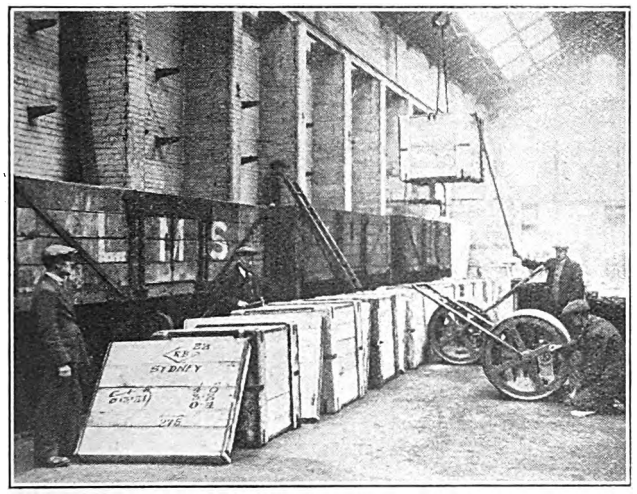
# News from all Parts.

**"Marshall" Manumit Motor Rollers en route for Australia.**—Our illustration shows part of a large consignment of "Marshall" Manumit Motor Rollers leaving the works of Marshall, Sons & Co., Ltd., Britannia Iron Works, Gainsborough, on their way to Australia. This roller is the result of many years experimental work in endeavouring to produce a light-weight motor roller in simple and cheap form. The roller is made in two sizes,



A BATCH OF MARSHALL "MANUMIT" MOTOR ROLLERS EN ROUTE TO AUSTRALIA.

nominally 12 cwts. with 2 h.p. petrol engine and 16 cwts. with 3½ h.p. petrol engine.

**Motor Coaches for Transporting Buyers Visiting London Section of the British Industries Fair.**—A five minute service of motor coaches is to be run between the Albert Hall, White City and Olympia for the convenience of buyers visiting the London Section of the British Industries Fair. The vehicles will be 31-seater A.E.C. "Regal" chassis with new coachwork and will be provided by Thos. Tilling.

**Institution of Petroleum Technologists.**—A General Meeting of the Institution of Petroleum Technologists will be held at the House of the Royal Society of Arts, John Street, Adelphi, London, W.C.2, at 5.30 p.m. on March 10th next.

**Institute of Transport. Ordinary Meeting.**—There will be an ordinary meeting of the Institute of Transport at the Institution of Electrical Engineers, London, at 5.30 p.m. on March 9th, when Mr. C. R. Byrom, O.B.E. (former member of Council), will speak on "The effect of signalling on track capacity."

**Dublin Carriers' Association.**—At the Annual General Meeting of the Dublin Carriers' Association, held on January 7th last, Mr. Randolph Stewart (General Manager, J. Wallis & Sons), was elected President for the current year in succession to Mr. Thos. H. Richardson.

**Municipal Tramways and Transport Association.**—The next annual conference of the Municipal Tramways and Transport Association will be held at Southampton on June 24th, 25th and 26th.

**C.M.U.A. Annual Luncheon.**—The Commercial Motor Users' Association will hold their annual luncheon at the Savoy Hotel, London, on March 25th next.

**Shire Horse Society.**—The fifty-second Shire Horse Show will be held at the Royal Agricultural Hall on Tuesday, February 24th, and the two following days. On the first two days the Show opens at 9 a.m. and judging commences at 10 a.m. The Stallion and Gelding classes will be judged on the first day, and the Mare classes and Produce Groups on the Wednesday, with the Judging of the Championships at about 2.30 on that afternoon. On Thursday the Show opens at 8.30 a.m. Stallions, Mares and Geldings entered for the Auction will parade at 9 a.m., and the Sale will commence at 10 a.m. The Commercial Classes will be judged at 2 p.m. on that day. At a recent meeting of the Council of the Shire Horse Society it was intimated that His Majesty The King hoped to attend the Show on the Wednesday afternoon when the judging for the Championships will take place.

**Another Leyland Depot in the West Country.**—Pursuing its policy of establishing its own Service Depots for the benefit of its users, Leyland Motors, Limited, of Leyland, Lancs., will shortly open a further Depot near Plymouth. The building of this Depot is now nearing completion and it is hoped that, by the time this issue of our journal is in print, it will be in a position to offer the usual service facilities. It is actually situated at Plympton on the main road from Plymouth to Exeter. The address is Marsh Mills, Plympton, and the telephone number is Plympton 202.

ONE OF THE A.E.C. REGAL COACHES REFERRED TO IN TEXT.

**Institute of Transport.**—The eleventh dinner of the Institute of Transport will be held on Thursday, March 5th next, at the Connaught Rooms, Great Queen Street, London. The President will occupy the Chair and a distinguished company is expected, including the Chairman and members of the Royal Commission on Transport. Proposals have been made that Graduate and Student Societies for Nottingham and District and Southampton and District should be sanctioned by the Council. Non-corporate members who favour either of the projects are invited to communicate with the Secretary of the Institute at 15, Savoy Street, London, W.C.2.

**Liverpool Traffic Club.**—There will be a meeting of the Liverpool Traffic Club at the White Cafe, Cook Street, Liverpool, on March 2nd next at 7.30 p.m., when Mr. B. H. M. Hewett will lecture on "The Mersey Tunnel."

**New Pirelli Tyre Depot Opened in Leeds.**—In order to cope with their rapidly increasing business in Yorkshire, and to continue to give quick and efficient service, Pirelli, Ltd., London Office, Pirelli House, 144, Queen Victoria Street, London, E.C.4, the well-known tyre manufacturers, have opened a new depot at 19, Upper Mill Hill, Leeds. Goods and Service entrance, Basinghall Street. Telegrams: "Pirellicon, Leeds." Telephone: Leeds 22731. Mr. F. E. Ellis, who for many years has been closely associated with the tyre industry in Yorkshire, has been appointed Depot Manager.

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**Institute of Transport.**—The third Lecture on "The Administration of Transport Undertakings" will be delivered by Sir Lynden Macassey, K.B.E., K.C. (Past-President of the Institute of Transport), who will deal with "The State in relation to Transport," on Tuesday, February 17th next, at 6.0 p.m. in the Lecture Theatre of the Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2. Admission is Free.

**The C.M.U.A. Journal.**—The six numbers of the C.M.U.A. Journal issued during 1930 have been handsomely bound. We have received a copy of this Volume IV. and reference to any of the very important matters dealt with by the Association during the past year is thus made easy.

**A Record.**—Mr. G. E. Gilbey, of Gilbey & Sons, Haulage, Removal and Storage Contractors, Wakefield, has been unanimously re-elected President of the Wakefield and District Chamber of Trade for the third year. We are informed that this creates a record as no one has previously held the office for more than two years.

**Ballast, Sand & Allied Trades Association.**—The following resolution was passed by the Central Committee of the Ballast, Sand & Allied Trades Association at a meeting held on January 12th last. "That this Committee withdraws the five per cent. certified allowance towards consolidation in transit and the basis of measure, on and after the 2nd February, 1931, shall be Association loading line at the pit. The condition referring to the five per cent. on the Association pink ticket shall, on and after that date, be deleted." The offices of the Association are at 124, Tottenham Court Road, London, W.1.

AN E.V. TYPE DENNIS RECENTLY ADDED TO THE FLEET OF THE SHREDDED WHEAT CO., LTD. BODYWORK BY H. G. CREASEY & SONS.

**A "Dennis" for Shredded Wheat.**—We illustrate the latest addition to the fleet of delivery vans in the service of The Shredded Wheat Co., Ltd., Welwyn Garden City, Herts. The chassis is a Dennis E.V. type. The body, built by H. G. Creasey & Sons, of Knebworth, Hertfordshire, is constructed with sundeala panelling and lined throughout with plywood. The cab for the driver's mate is fitted on the near side with an opening for communication with the driver. The colours are red, yellow and black. The vehicle has a carrying capacity of 225 cases of Shredded Wheat, nett load 3½ tons.

**Regents Park Parade of Van Horses.**—Lord Daresbury announced at a recent meeting of the London Van Horse Parade Society that the Right Hon. the Lord Mayor and Lady Mayoress of London, accompanied by the Sheriffs, will attend the next Parade of Van Horses in Regents Park, London, on Easter Monday, April 6th, and will present the awards. Due to the increasing entries at the Parades, twelve judges will this year officiate, among whom will be such well known horselovers as Lord Daresbury, Lt.-Col. Percy Laurie, Sir George Hastings, Sir Hugh Turnbull, Sir William Acland, etc. The Secretary of the Society is Mr. R. A. Brown and the offices are at 12, Hanover Square, London, W.1.

**Goodyear at Buenos Aires.**—Production has begun at the eighth tyre factory of The Goodyear Tyre & Rubber Company, at Buenos Aires, Argentina. The Company has three factories in the United States, and the new factory is the fifth Goodyear plant outside the United States, there being already two in Canada, and one in Australia, in addition to the Wolverhampton factory, but the Buenos Aires establishment is the first in which English is not spoken. Mr. Fred Purchase, of Bushbury Lane, and an employee of the Wolverhampton plant, is one of those chosen to help to train the Argentine labour. The new South American factory will have a capacity of 1,000 tyres and tubes per day and will include approximately 400 employees.

**Motor Coach Times.**—The Second Winter Edition of the Roadway Time Table (No. 12), dated the 16th January, published at 1/- by Roadway Time Tables, Bookings & Publications, Limited, 1, Warwick Street, London, W.1, discloses numerous instances of modified through running times to comply with the Road Traffic Act. Some 4,020 Services are included, the Express Section requiring 25 pages of index, and the General Section 83 pages. The tables themselves occupy 900 pages. It is understood that, in order to meet the requirements of the public, some of the big motor coach companies are contemplating the provision of cars carrying six or seven passengers, to which vehicles no arbitrary speed limits apply, thus ensuring a quicker service for long-distance journeys. Owing to the smaller capacity of these cars, it is probable that a higher fare scale will rule than by the ordinary full size motor coach.

**A Portable Tank.**—Morris Commercial Cars, Ltd., Soho, Birmingham, have sent us the photograph which we reproduce illustrating a departure from the usual practice of oil transport. Here the 500 gallon tank is portable, it being mounted on six small wheels resting on a platform of the usual loading height. The tank is secured by mechanical locking device and, as a safety precaution, chocks are fixed against the forward and rear sets of wheels. A pump is fitted for discharging and filling when required. The chassis is a Morris-Commercial 50-cwt.

A MORRIS-COMMERCIAL EQUIPPED WITH A 500-GALLON PORTABLE TANK FOR CONVEYING OIL.

"Leader." It is claimed that an advantage of this method of transport is that liquid loads can be picked up by lorries at railhead for local distribution should such arrangement be convenient and economical.

**Tilling and British Automobile Traction,** Ltd.—Tilling and British Automobile Traction, Ltd., reports a total income for 1930 of £272,771 11s. 5d. After deducting expenses and interest and other charges, the net balance was £217,059 12s. 6d. Interest in additional omnibus undertakings in the provinces have been acquired during the year. Mr. Walter Wolsey has resigned his seat on the Board in consequence of retirement from active business. Mr. S. Kennedy has been appointed a director.

**F.W. & R.A. New Members.**—The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association:—Messrs. Howard Robinson, Ltd., 75 & 76, Grand Parade, Brighton; Tom Roberts, 3, Rockingham Street, Barnsley; Arthur Potts, Stanley Road, Aberystwyth; Furley & Hassan, Oakham, Rutland; Iretons, Ltd., Alfred Road, Margate, and J. Carpenter & Son, 71, Bickersteth Road, London, S.W.17.

**The Institute of the Motor Trade (Incorporated).**—The Eleventh Examination of the Institute of the Motor Trade will be held in London and the Provincial Centres on April 10th, commencing at 10 a.m. The Council are offering Gold, Silver and Bronze Medals for the three candidates securing the highest number of marks in the 1931 Examinations (April and October). Candidates desirous of presenting themselves must give notice to the Secretary on or before the 9th March, 1931. Full particulars and Entry Forms can be obtained on application to the Secretary, The Institute of the Motor Trade (Inc.), 157, Great Portland Street, London, W.1.

**A Shropshire Power Farming Demonstration.**—Work in preparation for spring sowing will be a feature of a demonstration of tractors and power farming equipment to be held at the Harper Adams Agricultural College,

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Newport, Shropshire, on Tuesday and Wednesday, March 10th and 11th. The operations will include ploughing, cultivating and harrowing; while the capabilities of the horticultural tractor, particularly in connection with the hoeing of row crops, will be shown. It is expected that certain mole draining outfits will also be present. A representative entry is already in prospect and further details will be sent by the Engineering Department of the College to anyone interested.

**Saurer Vehicles to be Built in England.**—Sir W. G. Armstrong Whitworth & Co., Ltd., Scotswood Works, Newcastle-on-Tyne, have entered into an agreement with the Saurer Company of Switzerland to build diesel-engined motor lorries in this country. With this object in view a new company has been formed and registered, under the title of Armstrong-Saurer Company. The Saurer Commercial Vehicle Co., Ltd., of London, the representatives of the Swiss firm, are well known to road transport contractors in this country and the news that these vehicles, fitted with diesel engines, are to be made by the well known Armstrong Whitworth firm is a matter of particular interest to them.

**Sentinel Waggon Works Report.**—The Report by the Directors of the Sentinel Waggon Works, Ltd., of Shrewsbury, to be submitted to the Eleventh Ordinary General Meeting of shareholders to be held in London on February 17th, states that taking into account the widespread depression in trade, the Directors consider the results not unsatisfactory. The new models are thoroughly established, and the Company's position as makers of highly economical transport vehicles was never higher. While general trade shows no sign of early improvement, the prospects of further advances in the firm's products at which they are continuously working, together with the effects of severe economies which the bad times have forced on them, enable the Directors to look forward to better results should trade conditions not worsen further. The profit from trading for the year after meeting interest, directors' fees, etc., is £48,473 11s. 5d.

**The Institute of Transport to Debate the Final Report of the Royal Commission on Transport.**—The Council of the Institute of Transport announces that it has allocated the Ordinary Meeting to be held on April 13th next to a debate upon the Final Report of the Royal Commission on Transport. The meeting will be held in the Lecture Theatre of the Institution of Electrical Engineers, Victoria Embankment, W.C.2 (adjoining the Savoy Hotel) and will commence at 5.30 p.m. Applications by non-members of the Institute for tickets of admission to the meeting should be addressed to the Secretary of the Institute of Transport, 15 Savoy Street, London, W.C.2.

**Jubilee Banquet of the London Chamber of Commerce.**—His Royal Highness, The Prince George, has graciously consented to be the principal guest at the Jubilee Banquet of the London Chamber of Commerce, on the 19th of May next, when the President, Lord Herbert Scott, will be in the Chair. The Banquet will take place at Guildhall, the use of which has been kindly granted by the City Corporation.

**Woodbridge International Removal Service.**—During 1930, Woodbridge & Co., Ltd., the well-known International Removers whose London office is at 88, Fenchurch Street, London, E.C.3, created a new record in the handling of loaded lift vans. During the year the firm were entrusted with removals from Mexico to Madeira, France to America, France to Italy, France to Switzerland, Switzerland to France, Portugal to France. The remarkable development in the use of the firm's "White Line" vans for overseas removals is evidenced by the fact that, in 1930, these vans covered a total distance of over 350,000 miles, as against approximate totals of 250,000 miles during each of the previous two years. This distance is difficult to imagine, but the fact that it is nearly fifteen times the world's circumference gives a fair idea of what it means.

**"Sentinel" Six-Wheeled 3-way Tipping Waggons for Cartage Company.**— The "Sentinel" Waggon Works, Limited, of Shrewsbury, inform us that they have recently completed an order for twelve of their six-wheeled three-way tipping waggons for the St. Mary's Wharf Cartage Co., Ltd., of Paddington. These vehicles will be used for the transport of clay excavated during the construction of the new tunnels which will form the extension of the Piccadilly tube from Finsbury Park to Cockfosters. It it understood that during the execution of this work no less than 300,000 yards of "spoil" will have to be removed from the construction shafts to the dumps at Brimsdown.

**Institution of Automobile Engineers.**—The Daimler Premium for the Session 1929-30 has been awarded by the Council of the Institution of Automobile Engineers to Mr. S. W. Nixon, late of the Luton Graduates Branch, for his paper entitled "The Compression-Ignition Automobile Engine." It is interesting to note that of the twelve Certifying Officers appointed by the Ministry of Transport under the Road Traffic Act, nine are either Members or Associate Members of the Institution of Automobile Engineers. The address of the Institute is Watergate House, Adelphi, London, W.C.2.

**A Generous Gesture. The Argentine Government Gives Free Protection for British Patents.** — A very generous gesture has been made by the Argentine Provisional Government in a decree recently issued. All British Patented inventions and designs registered by Exhibitors as showing at the British Empire Trade Exhibition in Buenos Aires are automatically protected in the Argentine Republic from the date of the decree until three years after the closing of the Exhibition. The lengthy period of protection is of obvious value to all exhibitors, more especially as the formalities to be complied with to obtain such protection have been reduced to the barest possible minimum.

**Road Transport and Taxation Costs.**—Messrs. Venn & McPherson, Ltd., Newport, Mon., have addressed the following to their customers:—"We should like our customers to know the heavy proportion of our charges which is paid in direct taxation. On the tonnage handled by us in 1930, this amounted to 1/4¾ per ton. It is generally recognised that the cost of public roads should be chiefly borne by the motor users, but the combined effect of the petrol tax and road licence duties is that the industry is paying much more than the cost of roads. The transport of raw materials and food produce is being taxed for General Revenue Purposes."

**A Mammoth Touring Club.**—The Touring Club Italiano, one of the most important touring organisations in Europe, has now reached a membership of over 400,000, comprising motorists, cyclists, alpinists, and indeed all varieties of tourists. This Italian Club is allied to The Automobile Association, whose members are granted certain privileges and facilities when touring in Italy.

**The Travel Association of Great Britain and Ireland.**—The quarterly report of the Travel Association of Great Britain and Ireland is a fair indication of the varied and widespread activities of this national body which is making known the attractions and interests which await the visitor to the British Isles. New features of the Association's work are the steps it is taking to issue newsreel films, both talking and silent, in which the chief annual recurring events of a year are presented graphically to the world; posters, now in preparation, reproducing the most attractive of the enlarged photographs which have had such a success overseas and additional greeting cards for Scandinavia, Switzerland, Austria, and Belgium. The offices of the Association are at Kinnaird House, 1, Pall Mall East, London, S.W.1.

**Big Figures.**—During the year 1930 the Ford Motor Company in this country consumed as much as 224,758 cubic feet of wood—the equivalent of a small forest—in constructional purposes. These figures do not include wood used for non-productive purposes.

**Royal Patronage Extended to The National Horse Association of Great Britain.**—The President of the National Horse Association of Great Britain, Sir Archibald Weigall, K.C.M.G., announced recently that His Royal Highness The Prince of Wales, K.G., has honoured the Association by graciously consenting to become its Patron.

**Motor Speed Limits. Local Restrictions still in Operation.**—In view of the recent abolition of the 20 mile speed limit for private motor cars and motor cycles, the Automobile Association is receiving numerous enquiries from motorists who are uncertain as to the continuance or otherwise of the local speed limits of 10 or 5 m.p.h. Section 122 of the Road Traffic Act provides that these local restrictions shall expire at the end of 1931 unless they are continued for a longer period by an Order issued by the Minister of Transport. The speed limits in the Royal and other Parks are still in force.

**Automatic Traffic Signals.**—A list of the towns in Great Britain where automatic traffic signals are in operation has been compiled by the Royal Automobile Club and copies are obtainable on application to the Secretary, R.A.C., Pall Mall, London, S.W.1. At present there are sixty-three towns where such signals are working and in the majority of cases the three light system—red meaning STOP, green meaning GO, and orange being a warning that the light is about to change—is employed. In most cases also, traffic is only permitted to turn right or left when the green light is showing, but as failure to obey these signals is now an offence under the Road Traffic Act, the R.A.C. warns drivers to look out for these signals at all times and to act strictly in accordance with the lights displayed, never proceeding until they are satisfied that it is in order for them to do so.

**Motor Bus that Runs on Oil.**—A Diesel-engined motor bus which uses fuel oil instead of petrol is to be run experimentally for a week by the Brooklyn-Manhattan Transit Corporation, says Reuter's New York correspondent.

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## MERSEYSIDE.

**Short Cart and Motor Owners.**—The 22nd annual general meeting of members of the Liverpool and District Short Cart and Motor Owners' Association, of which Mr. C. Harvey is chairman, was held at the office of the secretary, Mr. W. F. Ewbank, on Tuesday, 3rd February. Taking all things into consideration, the Association has had a fairly good year.

**Change of Address.**—"Karriers" Parcel Delivery Service has removed from Strand Street to Peters Lane (off Church Street), Liverpool. Here there is a ground floor space of 500 square yards surrounded by a lorry high platform, with about 1,500 square yards of floor space.

**Trade Lost Through Inadequate Transport.**—At the annual dinner of the West Lancashire and Cheshire Division of the M.A.A. and M.T.A., Mr. R. P. Fletcher said the opening of the Mersey Tunnel would bring a great influx of traffic from the North Midlands, Lancashire, Yorkshire and Wales. For more than a generation this district had lost a tremendous amount of trade through lack of adequate transport facilities.

**Cartage Traffic.**—The joint railway companies owning the Bebington and New Ferry Stations, Cheshire, have decided to undertake their own carting, which for many years has been in the hands of a local firm. The company's delivery arrangements, which will be by motor lorries in place of the horse vehicles previously used, will cover the same area as previously, with extensions which bring in the district at the Higher Bebington end.

**Commer Agents.**—Messrs. J. Pullan and Co., Ltd., of Renshaw Street and Upper Hill Street, Liverpool, have been appointed by Commer Cars, Ltd., as distributing agents for the Liverpool, Widnes, Prescott, Ormskirk and Southport areas.

**Horse Hire in North Wales.**—Llandudno Council Works Committee received only one tender for the hire of horses and carts for the year. This was from Mr. R. Kidd and was:—One horse, cart and man, per day. 14s. 6d.; two horses and cart and man, per day, 21s. 6d. This was accepted.

**Future of Birkenhead Vehicular Ferry.**—In view of the rapid progress which has been made towards the completion of the new Mersey Tunnel, discussions have been taking place between the Joint Tunnel Committee and the Birkenhead Ferries Committee as to the future of the Birkenhead vehicular ferry service. Last year just over 1,000,000 vehicles were carried by ferryboat between Liverpool and Birkenhead. Under the Act which authorised the construction of the tunnel, Birkenhead can either continue the ferry as at present, or transfer the whole or part of the service to the Mersey Tunnel Joint Committee. The discussions between the two authorities are still in progress.

## MANCHESTER.

**Traffic Commissioner Gets Busy.** — Mr. William Chamberlain, the chairman of the North Western Traffic Commissioners, is accommodated in offices at 9, Gore Street, off Piccadilly, Manchester. The first task of the Commissioners is to collect the data regarding the existing road passenger services that they have to co-ordinate and direct. A questionnaire has been devised for this purpose and is now bringing in replies.

**New Motor Bus Station.**—Manchester already has an up-to-date and efficiently administered motor bus station in Lower Mosley Street, operated in the joint interests of several of the large private motor bus companies, and now a proposal is made to establish another station for the municipal joint motor bus services. A site in Parker Street, which runs behind Piccadilly, has been mentioned as a suitable venue for a station. The scheme is now being investigated.

**Bought Out.**—The motor bus services of the Blackburn Bus Co., Ltd., have been bought by the Blackburn Corporation for £17,500. Before this, the Company had granted the Corporation the option of purchasing on March 31st the whole of their interests including ten buses. The Corporation has decided to buy nine more Leyland buses.

**Voting in Transport Canteen.**—Councillor Harry Fairclough, of Warrington, takes a live interest in transport matters and recently he called at the transport canteen on the Liverpool Road where he knew he would find men who drove through other towns at all stages of visibility, to get their opinions on the respective merits of flood lighting and pillar lighting of roads. He asked the drivers to vote on whether flood lamps or pillar lamps were the better. Eleven hands went up for flood lamps and two for pillar lamps. Councillor Fairclough mentioned this experience at the January Town Council meeting and pointed out that half the money spent by the Corporation on the lighting of roads was wasted because pillar lamps threw their light on to small areas, causing sudden changes of lighting intensity, which made things difficult for the motor driver.

**Decisive Forward Step.**—Cheadle and Gatley U.D.C., of whose transport committee Mr. H. Howard Robinson (secretary of the Manchester Transport Owners' Association) is chairman, has lately been giving much attention to finding a solution of local traffic difficulties and has sanctioned the proposal of the Stockport Corporation to substitute motor buses for the trams on the route between Stockport and Gatley. This is a heavily trafficked route and Mr. Robinson was one of the parties in the negotiations which have resulted in the forward move by the Stockport authority. A decisive argument was the effect which the trams had on slowing down other road traffic. The changeover is being made gradually and we understand that the full quota of motor buses will be in service by the end of March. Everybody will agree that the withdrawal of the trams in the Cheadle and Gatley area will be of great benefit to the traffic passing through High Street, Cheadle, to Cheshire.

## MIDLANDS.

**Walsall's Extended Bus Accommodation.**—New extensions of buildings for bus accommodation, at a cost of £4,000, have just been opened by Walsall Corporation. This fleet has grown rapidly in Walsall and district. Ninety-one vehicles are now in commission and seventeen new ones will be delivered by the makers in March.

**Long Distance Services.**—Preparations are now nearly completed by the Midland "Red" and other big omnibus firms in the Midlands for greatly extending long distance services during the coming season.

**S.W.R. and L.M.S. Co-operate.**—Arrangements have now been made for operating the two railway stations (S.W.R. and L.M.S.) at Evesham under joint control. The two stations are in close proximity and the arrangement should tend to economy. The S.W.R. has the biggest passenger traffic at Evesham and the L.M.S. the most goods. Under the new arrangement it is understood that while one station master will take charge of both stations the other will become goods agent. The actual change is expected to take place shortly.

## HULL.

**Hull's Proposed Aerodrome.**—Hull is disappointed at the lack of success of its municipal aerodrome. Much has been said of the prospects of Hull as an airport, and the Corporation showed great enterprise in being the first municipality to lay out an aerodrome, but more than a year has elapsed since its opening and no tangible business has yet resulted. Except for a little pleasure flying no use has been made of it. The great ideal is to make Hull the centre for air traffic to and from Northern Europe and with this object in view the Corporation is going to invite representatives of those countries to a conference to be held in Hull in October, when an air pageant is going to be one of the features of a Civic Week similar to that held two years ago.

**Proposed Humber Bridge.**—As the time for the hearing of the Humber Bridge Bill approaches the strength of the opposition becomes more evident. Nearly twenty petitions have been lodged against it and it is certain the fight before the Parliamentary Committees will be strenuous. The Solicitor to the Humber Conservancy Board has pointed out what he describes as many objectionable features in the bill. From the point of view of the Conservancy the bill is almost more objectionable because of its omissions than of its commissions. There is a total absence of the protective clauses one expects to find and which will have to be inserted if the bill goes through.

## NORTH-EAST COAST.

**Must City Trams Go?**—Alderman Richard Mayne, chairman of Newcastle Corporation's Transport Committee, was interviewed by the writer in regard to the Royal Commission on Transport's expression of opinion that tramways, if not an obsolete form of transport, are, at all events in a state of obsolescence. He recalled that on January 22nd of last year his Committee presented a report to the City Council setting forth its policy in regard to the transport undertaking, and then said that, while they had no thought of recommending the general abolition of the existing system of tramways, they did not propose any extension of the track. They proposed to adopt other forms of transport when and where desirable, but were "convinced that on most routes trams are still the best and most economical form of transport." Nothing had since occurred, said Alderman Mayne, to change their views. Trams were still necessary in Newcastle; but by the time the original loans on their system were

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paid off, in four or five years probably, they would be able to consider whether buses could earn sufficient to pay all charges. He had an open mind as to trackless trolleys, added the genial Alderman.

**Big Bus Deal.**—The Northern General Transport Co., Ltd., has bought all the issued shares of the Sunderland and District Omnibus Co., Ltd., at 11s. per share, that offer having been accepted by more than 94 per cent. of the shareholders. The capital was £100,000 in 5/- shares. This fact was announced by Alderman Frank Nicholson at the annual meeting of the Sunderland Co., when a prosperous state of affairs was disclosed, and a dividend of 10 per cent., less tax, was declared. The two companies had been working on friendly terms during the past year. One material factor in the increased profits was admitted to be the achievement of better relations with the company's chief competitors.

**Dividend on Road Travel?**—Regular bus passengers in certain parts of Northumberland who are also members of Co-operative Societies may possibly be able to secure a dividend on their road travel if a scheme mooted by Mr. T. Allen, of Messrs. T. Allen & Sons, Blyth, materializes. Mr. Allen is chairman of the Northern Road Transport Owners' Association, and he made a public offer recently to discuss the point with representatives of Co-operative Societies.

**Obituary.**—Mr. John McKellar, who for thirty years was assistant manager of Newcastle Corporation Tramways, has passed away at Paisley. Mr. Fred Wyndham, 37 years with Newcastle Co-operative Society, and latterly traffic manager, has also died.

**Road Traffic Act.**—The chairman of the Northern Traffic Commissioners, Mr. Henry Riches, has opened headquarters in Grey Street, Newcastle, and is working energetically on necessary preliminaries.

**Road Traffic Act.**—Mr. A. C. Osborn (Curtis & Sons, Ltd.), Portsmouth, President of the Furniture Warehousemen and Removers' Association, visited Newcastle lately, and, in company with his immediate predecessor, Mr. A. E. Millard, of that city, attended a meeting of the Transport Committee of Newcastle and Gateshead Chamber of Commerce to discuss problems arising out of the Road Traffic Act. Mr. Osborn mentioned that his Association intended approaching the Ministry with a view to getting certain modifications in the Act as it applied to commercial vehicles.

## SOUTH WALES.

**Western Welsh Omnibuses, Ltd.**—Presiding at the annual dinner of the Western Welsh Omnibuses, Ltd., held at Cardiff on January 29th, Mr. A. Gray, the general manager, was supported by many members of allied businesses, including Mr. T. G. Richardson (manager, Rhondda tramways), Mr. W. James (Messrs. Lewis and James, Western Valleys), Mr. Harry Barrett (manager, Western Valleys), Mr. R. Fitzgerald (Dunlops), Mr. A. B. Phillips (British Petroleum), Mr. W. Flowers (Shell), Mr. J. Keane (Glico), Mr. D. O. Sara (Anglo-American), Mr. J. Hannay (Red Line), and Mr. R. J. Pugsley (chairman of the Cardiff Publicity Club), who responded for the visitors. Over 100 guests joined in the subsequent dancing.

**Cardiff's Improved Bus Services.**—The Cardiff Corporation, criticised a few years ago for the extension of two lines of tramways, are now concentrating on an improved bus service all round. In addition to more frequently used city routes, facilities (on transfer) have been secured for travellers to Ystrad Mynach, Pontllanfraith, Blackwood, and Markham, for the Western Valley, changing at Caerphilly. Messrs. T. & J. Lewis have had a regular service between Cardiff and the Western Valley for a long time. The outer suburbs of Cardiff are also included in the improved services.

## NORTHERN IRELAND.

**Railway Appointments.**—Mr. M. S. Speir, M.C., J.P., has been appointed manager and secretary of the London, Midland and Scottish (Northern Counties Committee) Railway, Belfast, and Mr. William Getty, traffic controller, has been appointed operating superintendent. Mr. Speir, who lives in Glasgow, started his career with the Midland Company, and then went to the Caledonian Line. On the grouping he became attached to the staff of the L.M.S., and after the war was appointed superintendent of the Northern Division. Mr. Getty has been in the Northern Counties service throughout his career.

**Motor Legislation Committee for Northern Ireland.**—A Motor Legislation Committee has been formed in Northern Ireland to protect the interests of motor users. The chairman of the Committee is Captain S. J. Hutchinson, LL.D., J.P., the hon. secretary is Mr. H. Cecil Orr, and the hon. treasurer is Mr. James M'Crea, M.Inst.T. The following are the elected representatives of the bodies mentioned:—Mr. H. Cecil Orr, Automobile Association, of which he is the area secretary in Northern Ireland; Captain Hutchinson, Motor Agents' and Motor Trade Associations; Mr. M'Crea, Route Bus Owners' Association; Mr. A. Melville M'Clure, Heavy Commercial Vehicle Interests and Motor Hirers' Association; and Mr. D. A. Boyd, Ulster centre of the Motor Cycle Union of Ireland. The Northern Ireland Committee will act in a similar manner to the London Committee.

**President of Bus Owners' Association.**—Mr. James M'Crea, M.Inst.T., managing director of the Belfast Omnibus Co., has been elected president of the Route Bus Owners' Association of Northern Ireland, in succession to Mr. William Chamberlain, appointed chairman of Traffic Commissioners for the North-West area of England.

**Elected Chairman of the Belfast Division of the M.T.A.**—Mr. P. C. Welsh, Ulster manager of the Dunlop Rubber Co., Ltd., has been elected chairman of the Belfast division of the Motor Trade Association. Mr. Welsh has been a quarter of a century in the Dunlop Company's service. He left Dublin in 1916 to become sub-manager in Belfast, and in 1924 was promoted manager.

**Fares Anomalies.**—The Road Transport Fares Tribunal of Northern Ireland, of which Sir Lynden Macassey is chairman, has been notified that members of the Route Bus Owners' Association of Northern Ireland, and the railway companies operating road passenger services in Northern Ireland, intend to make application for a revision of fares to remove numerous anomalies which are now said to exist, and a general increase as will place the road passenger transport undertakings on a reasonable self-subsidising, economic basis.

**New Garage and Show Rooms.**—Messrs. W. H. Reay & Co., motor engineers and salesmen, Belfast, are building a new garage, fronted by extensive showrooms, on the Ormeau Road, a leading thoroughfare in Belfast.

## IRISH FREE STATE.

**Restoration of Canal Services at Limerick.**—Steps are being taken for the restoration of canal services between Limerick and Killaloe on the river Shannon. The Harbour Board of Limerick and the Grand Canal Company of Ireland are interesting themselves in the matter and good results are anticipated from the co-operation. The transport of goods has remained interrupted during the past two years owing to the construction of the Shannon power scheme. Mr. J. R. Phillips, the General Manager of the Grand Canal Co., paid a visit to Limerick recently and attended a meeting of the Harbour Board on the subject. The Board has repeatedly complained of the loss of trade occasioned to Limerick through the closing of this waterway which provided cheap and convenient transit facilities.

**Irish Free State's Motor Trade in 1930.**—The trade statistics of the Irish Free State for the eleven months ended November 30th, 1930, were issued on January 17th last, and from the figures given it appeared that up to 1,186 commercial motors, valued at £191,347, were imported from January to November, 1930, as compared with 974, of a value of £173,564, imported during the first eleven months of 1929. Motor cycles to the number of 839, and valued at £27,450, were imported last year, as against 894, of the value of £31,702, in the 1929 period. Touring motor cars to the number of 7,076, valued at £985,773, were imported during the first eleven months of 1930, as compared with 7,162, valued at £1,095,639, in the 1929 period. Chassis for motor cars to the number of 628, valued at £127,676, were imported in 1930, as against 699, valued at £130,028, in the corresponding period of 1929. Motor tractor parts to the value of £780,983 were imported last year, as compared with £716,423 in the previous year. The export of tractors increased in number and value. There were 15,865 tractors exported during the first eleven months of 1930, valued at £1,650,377, compared with 6,642, valued at £691,599, exported during the corresponding period in 1929. The value of tractor parts exported increased from £825,163 in 1929 to £879,789 in 1930, and exports of motor car parts were valued at £103,716 in 1930, as against £44,631 during the previous year's eleven months period.

**Merchandise from Great Britain to the Irish Free State, and Consignors' Receipts to Carriers.**—At a meeting of the Council of the Cork Chamber of Commerce last month, it was decided to recommend all members to give only qualified receipts to carriers or transport companies when it is impracticable or very inconvenient to examine consignments of merchandise coming from Great Britain. It was ascertained by the Council that several members of the Chamber had made it the rule in case of non-examination of contents of cases, boxes, etc., of goods to qualify the carriers' receipt of adding the words "Not Examined"

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# National Advisory Council of Public Service Vehicle Owners' Associations.

## Second Preliminary Conference.

THE second preliminary conference of the National Advisory Council of Public Service Vehicle Owners' Associations was held at the offices of the Motor Agents' Union, 157, Great Portland Street, London, W., on February 10th.

The Chair was taken by Mr. M. Logette (G. B. Motor Tours).

The Chairman in the course of his remarks as to the views of various Associations regarding the formation of the National Advisory Council, mentioned that the Blackpool Coach Owners' Association were represented there that day. The Birmingham Motor Coach Owners' Association had also communicated with the Council. The Monmouth Association and the Eastbourne Motor Coach Association (Small Owners) were represented. Mr. C. B. Jenkins of the Nuneaton and District Association had communicated with him asking if he could represent Commander C. J. Pearce, of the Midland Area Bus Owners' Association, Leicester, who had met with an accident, and he had agreed to this. There had also been a letter from the Northern Road Transport Association, Newcastle, in which they agreed to become members of the National Body, but their delegate was unable to attend because of illness.

He asked whether all the delegates had put the proposals before their respective Associations, and all the delegates replied that this had been done and all were in the affirmative with the exception of Northampton, who said that they had been unable to get complete agreement on the question, but they were attending because they considered they were likely to join.

The rules were discussed, they having been drawn up in draft form by a Rule Committee appointed at the first meeting held on January 13th.

It was decided that voting by proxy should not be allowed, and that there should be one vote for each delegate only. It was pointed out that if voting by proxy was permitted, it would tend to diminish the interest in the meetings and also a delegate with probably four votes would cast the whole four in one direction, whereas if the delegates were present there might not be a unanimous opinion.

Mr. Dobbs said that the Motor Hirers' Association had gone to some considerable trouble and expense to try to get the National body formed and he suggested that they should get promises from at least six Associations before the next meeting was held.

It was eventually decided that Mr. Dobbs' suggestion should be adopted.

The Blackpool and South Wales representatives intimated that so far as they personally were concerned, they were in complete agreement with the suggested National Body, but they would have to consult their individual members. If these two Associations decide to join, it would bring the number up to the required six associations. The representatives of both Associations expressed their appreciation of the work of the Motor Hirers' Association, who had been working in the background for the benefit of the industry as a whole.

# Possibilities of the Diesel Engine.

## Institute of Transport Discussion.

AT the January meeting of the Manchester and Liverpool Section of the Institute of Transport, an interesting address on the application of Diesel engines to road transport was given by Mr. W. H. Goddard, A.M.I.Mech.E. Mr. R. W. Royle presided. After the lecture, which was generously illustrated with lantern slides, numerous questions were asked and answered.

Mr. Goddard reviewed the progress of the Diesel engined vehicle in this country in the last two or three years and said that Manchester, Leeds and Sheffield were already running experimental buses which, it was estimated, would show a saving over petrol buses of £250 to £350 per annum. The economy in fuel costs was 80 to 85 per cent. For long distance goods haulage the Diesel engine was ideal. It had a high thermal efficiency and was especially economical on partial loads. What transport people and the community generally required, said Mr. Goddard, was a simple, reliable and economical power unit, which will last out about 100,000 miles without a general overhaul, give little trouble in maintenance and have a long life. To make a Diesel engine perform exactly like the latest high speed petrol engine is not the right way to approach the ideal. Sanity and commonsense aided by official regulations will see that road transport speeds gradually settle down to speeds which are reasonable and economical and this is where the Diesel can hold its own.

In one section of his paper, Mr. Goddard dealt with the point of engine speeds and explained why it is impracticable for extraordinarily high speeds to be achieved with the Diesel power unit. With the normal four-stroke petrol engine, the time available for mixing the petrol and air is as follows:—at 1,000 r.p.m., .06 second; 1,500, .04 second; 2,000, .03 second; 3,000, .02 second. With a Diesel engine assuming 30 degrees of the crank circle as that occupied for the injection of fuel oil, we have:—at 1,000 r.p.m., .005 second; at 1,500 r.p.m., .003 second; at 3,000 r.p.m., .0016 second. Thus at 1,500 r.p.m. petrol has 1/25th of a second and the Diesel only 1/300th of a second. There is, and there must be, a minimum limit of time in which to atomise the fuel oil and completely mix it with the hot compressed air so that every bit of the oxygen in the air charge is interested, to form a proper and thoroughly combustible firing charge. Exactly what that limit is no one knows at the present time. To run a Diesel engine at 3,000 r.p.m. reduced the time for mixing the charge to 1/600th of a second, which does not appear sufficient for such an operation. In Mr. Goddard's opinion, 1,500 to 1,800 revolutions per minute is ample for the Diesel engine, although an ungoverned Diesel road engine has run up to 3,000 r.p.m. In that case the fuel consumption rose to an inefficient figure and there was a falling off in torque.

In the discussion, reference was made to the possibility of a tax being put on Diesel engine oil should the consumption increase to any great extent. Mr. Goddard explained that even if the Chancellor of the Exchequer was faced with a loss of revenue from the petrol tax and he reimbursed himself by putting an impost on gas and crude oils, the Diesel engined vehicle could shoulder the burden and still have something to spare when it came to a comparison in ton mile costings.

At the meeting of the Manchester, Liverpool and District Section of the Institute, held at Manchester on February 6th, Mr. C. J. Hyde Trutch, B.Sc., read a paper on "The Diesel Engine and the Railways."

# Answers to Inquiries.

SKIDDING OF MOTOR VEHICLES.

**Question:**—Has it ever been held in a Court of Law that an accident caused through the skidding of a vehicle was an act of God?

**Answer:**—As far as we know it has never been held in a Court of Law that an accident caused through the skidding of any vehicle was an act of God and we do not see how in any event such a claim could be substantiated. A case was heard in 1909 in which the plaintiff was injured owing to a motor omnibus skidding. Damages were claimed (1) on the ground that the driver of the omnibus did not use proper care in driving; (2) that the owners of the omnibus were negligent in allowing it to ply when the streets were in such a condition that the vehicle might become unmanageable. In the county court the jury found for the plaintiff but the Judge entered judgment for the defendants, holding that the fact that an omnibus skidded taken by itself was not evidence on which it could be found that its owners were negligent or caused a nuisance. On appeal the Divisional Court disagreed with the County Court Judge and ordered judgment to be entered for the plaintiff. On further appeal, the Appeal Court, by a majority, reversed the judgment of the Divisional Court, Lord Justice Vaughan Williams being of opinion that the fact that the owners of the omnibus placed it on the road to ply was not evidence of negligence or nuisance in view of the fact that motor omnibuses had been running on the street for several years. Another member of the Appeal Court said that the mere occurrence of such an accident was not in itself evidence of negligence.

So far as we know this is still a leading case on the question of skidding and would appear to mean that in deciding whether there is negligence on the part of the owner of a skidding vehicle something beyond the mere occurrence of an accident must be shown in order to shift the onus of proof from a plaintiff to a defendant.

**Morgan Hastings & Co., Ltd.**—We understand that this firm, who are placing on the British market the Stewart Truck, have removed to more commodious premises at 212, New King's Road, Fulham, S.W.6.

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# Liverpool Short Cart and Motor Owners.

## 22nd Annual Meeting.

WAYS and means of increasing the membership of the Association, particularly the motor section, was the subject of a discussion at the twenty second annual meeting of the Liverpool and District Short Cart and Motor Owners' Association held at the office of the secretary (Mr. W. F. Ewbank) on Tuesday, February 3rd.

Mr. C. Harvey, who presided over a good attendance of members, invited suggestions for increasing the membership; if the subscriptions were too high, a proposal could be made that they should be lowered or a rebate given, and it would receive consideration at the next committee meeting.

Mr. J. Leece said that what was certainly wanted was a strong motor section through which negotiations could be conducted with large motor hirers. Then possibly arrangements could be made that would be to the advantage of individual members of the Association.

The Secretary (Mr. F. S. Jones) said the Corporation recognised the Association and was prepared to meet and discuss matters with its representatives.

The chairman remarked that at various times representatives of the Association had exchanged views on rates and conditions of hire for horse drawn vehicles with the Corporation. Owners of horse vehicles who were members of the Association now received the agreed rates for the use of their vehicles and horses and that arrangement, he thought, worked very satisfactory, but the motor owners received anything from £2 to £2 17s. 6d. per day for the hire of their vehicles. They did not know where they stood because they had no stipulated rates; the Corporation recognised the Association in regard to horse hire, but not in regard to motors. For many years there had been a considerable amount of bartering between hirers and motor owners.

Mr. H. Prescott pointed out that horse owners had been able to go forth and get reasonable pay for both single horses and teams. Why should it not be possible to do the same for the motor owners? He was in favour of all the facts being got together with a view to representations being made to the right people for the recognition of uniform rates for motor hire.

Although agreeing with the spirit of this suggestion, the chairman said they could not overlook the fact of their being a lot of unattached motor owners who were working for rates which could not be justified on economic grounds. It is no use going to clients at the present time when cutting is so widespread. If these outsiders could be got into the Association, he was sure it would be possible to make adjustments that would be of all round benefit.

Members thought that the Association should make approaches to the Corporation in order to bring about better conditions.

On the proposition of Mr. J. Leece, it was decided to make a canvass of non-association hauliers, most of the members present volunteering to participate in the work. It was also agreed to hold an extraordinary general meeting in March next, to which the interviewees would be invited.

In presenting the balance sheet, Mr. J. J. McKnight, the hon. treasurer, said the finances were very much the same as in the previous year. The Association had fully held its own, income being fairly evenly adjusted to expenditure.

The chairman, briefly reporting on the year's working, said he had done as much as possible to further the interests of the Association. A good deal of work had been done by the National Road Transport Employers' Federation to which the Association was affiliated, and by the Conference of Liverpool and District Road Transport Employers on which they had representation. The membership had been maintained, which was satisfactory having regard to the state of trade which had caused anxiety to both horse and motor owners. The vice-chairman, treasurer, secretary and the committee were deserving of the thanks of the Association for their valuable services in the interests of the short cart and motor owners.

Mr. J. H. Halliday proposed, and Mr. F. Wilkinson seconded, the re-election of Mr. C. Harvey as president of the Association. Carried unanimously.

Thanking the members for their renewed confidence, Mr. Harvey said that if horse and motor owners had the same zeal for co-operation as they had for competition, they would not experience half the trouble they were doing. The Association existed in their collective interests.

Mr. H. Carruthers was re-elected vice-chairman, and Mr. J. J. McKnight, hon. treasurer. Mr. McKnight said that on looking up the books, he had found he had just completed ten years service with the Association.

Mr. W. F. Ewbank, who was represented by Mr. F. S. Jones, was re-elected secretary. Messrs. Gilbert Jones and H. Carruthers were appointed auditors. Mr. J. Leece, of Leece Motors, Liverpool, was elected to the Committee, which otherwise was re-elected en bloc.

# Liverpool Transport Employers' Conference.

## Principle of the Accumulative Week Adopted.

ALL the Liverpool transport associations during the past month, have had under consideration the restoration of the agreement between the Liverpool and District Road Transport Employers' Conference and the Liverpool and District Carters' and Motormen's Union. The most important feature of the agreement is the introduction of the principle of the accumulative week system, which was due to be introduced as from February 1st, the date originally fixed for the operation of clause 19 of the Road Traffic Act.

The Liverpool associations represented on the Conference are:—the Liverpool and District Cart and Motor Owners' Association, the Liverpool and District Short Cart and Motor Owners' Association, Motor Transport Employers' Federation, Seed, Oil and Cake Trade Association, and the following trades:—flour millers, wholesale grocers and coal merchants.

The adoption of the accumulative week system will apply to motormen engaged on up country transport and will bring Liverpool conditions more into line with those operating in other centres. All the conditions in the old agreement remain unaltered, with the exception of the addition of the optional accumulative system detailed below.

Concerning conditions of employment of motormen engaged on up-country work, i.e., outside the ten mile area, it is provided:—

(a) That Employers shall have the option of engaging weekly men on an Accumulative Basis, viz., men shall be guaranteed a minimum of 48 hours per week, exclusive of meal times but inclusive of garage duty. All time worked shall contribute to the 48-hour week (except Sunday work, which shall remain on the present agreed terms). Time worked in excess of the 48 hours to be paid for as follows—the first 6 hours at day-hourly rates and all additional hours at time-and-a-quarter. Periods for rest and refreshments not exceeding one-and-a-half hours per day to be allowed.

Men not to be called upon to work for less than 8 hours, except on Saturdays of for the purpose of completing a full working week, when the minimum shall be 4 hours.

(b) That, in the case of men engaged partly on local transport and partly on distance transport, only hours worked between the hours of 7 a.m. and 7 p.m. on local transport shall contribute towards the 48-hour week. All time worked outside these hours on local transport to be paid for at the existing overtime rates, and to be independent of the 48-hour week.

(c) Men called upon to be away from home over night, or to stand down during the day outside their home town, to be paid Subsistence Allowance of not less than 6s. In the case of two combined periods of standing down away from home, the allowance to be not less than 12s.

(d) That firms adopting this optional arrangement give the men concerned a week's holiday with pay annually between 1st May and 31st October, after one year's continuous service and provided that the employee has not been absent from his employment for more than seven days in the year without reasonable cause or previous notification.

Employees with six months, and less than twelve months, service to be given 3 days' holiday with pay.

Any employee on being discharged through no fault of his own, and not having been given the holidays to which he may be entitled, shall be paid a sum equivalent to the number of days' holiday forfeited.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Marsh & Mynott, 18, Montreal Square, Cambridge, haulage contractors. £30/16/5. October 20th.

Chas. Price (Trading as J. Price & Son), 115, New Chester Road, New Ferry, Ches., carting contractor. £44/2/8. October 16th.

Herbt. M. Bartlett, Blackmore Common, Hart Grove, Shaftesbury, Dorset, haulier. £55/4/1. October 1st.

C. Shave, 6, Brickyard Terrace, Chickerell, Weymouth, haulage contractor. £30/3/4. September 10th.

Bee Cee Trading Co., Ltd., 15, Stockwell Street, Greenwich, London, S.E., haulage contractors. £22/2/2. October 9th.

Jno. Howard, 58, Leyland Lane, Leyland, Lancs., haulage contractor. £20/5/2. October 17th.

Dodds & Son, 23, Albion Road, North Shields, removal contractors. £49/3/6. October 10th.

Ernest Chas. Gridley, 10, Holloway Hill, Godalming, Surrey, haulage contractor. £26/2/6. October 16th.

C. B. Pettitt, Polegate, Sussex, haulage contractor. £36/8/8. October 17th.

Geo. Andrew Gall Stewart, Birmaha, Pevensey Bay, Sussex, haulage contractor. £78/11/0. October 4th.

Sidney Aston, Preston Road, South Yardley, Warwickshire, haulage contractor. £32/14/0. September 17th.

Fred Guymer, 28, Derbyshire Lane, Sheffield, haulage contractor. £48/17/9. October 7th.

Alf. Penfold, Carrier House, Queen's Road, High Wycombe, Bucks., carrier. £51/15/9. October 16th.

R. Fletcher, 14, Chapel Street, Cheadle, Ches., haulage contractor. £34/2/11. October 15th.

A. Langley, 31, Cuthbert Street, South Shields, haulage contractor. £24/1/5. October 21st.

Alf. Powell, East Street, Titchfield, Hants., carrier. £22/5/10. October 16th.

C. Bridgman, Omega, Stanstead Road, Hoddesdon, Herts., haulage contractor. £46/11/10. October 10th.

Hy. Haythornwaite, 38, Queen Street, Manchester, haulage contractor. £80/14/2. October 8th.

Holt Bros. (Rochdale), Ltd., Weir Street Garage, Rochdale, motor coach proprietors. £38/7/10. October 23rd.

Chas. Lomas, 45, St. Anne's Road, Chorlton-cum-Hardy, Lancs., haulage contractor. £38/17/0. October 17th.

Jack Preece, 21, Oakland Street, Widnes, Lancs., and Arthur Hutt, 51, Mond Road, Widnes, haulage contractors. £29/13/2. October 10th.

T. Turner (Trading as Turner Bros.), 84, London Road, Blackburn, haulage contractor. £44/19/3. October 9th.

L. H. Jobin, 11, Knighton Fields Road West, Leicester, carter. £42/13/9. October 9th.

Ernest Jas. Heard, 43, Downs Road, Enfield, Middlesex, removal contractor. £26/0/4. October 10th.

Thos. Davies, 69, Glyn Terrace, Tredegar, Mon., haulier. £31/9/6. September 24th.

Walter Smith, Meadow View Cottages, Cheapside, Worksop, Notts., haulage contractor. £75/19/9. October 24th.

Thos. Miles Deakin, Heath Villa, Press, Salop, haulage contractor. £25/3/0. October 4th.

Chas. Frenzel, 41, Bristol Street, Wolverhampton, Staffs, haulage contractor. £27/5/1. October 6th.

Clifford Bartle, 50, Seaforth Road, Harehills, Leeds, haulage contractor. £50/7/4. October 10th.

Geo. H. Easthope, 96, South View Cres., Sheffield, haulage contractor. £25/4/0. October 20th.

Thomas & Kershaw, East Parade, Sowerby Bridge, Yorks., haulage contractors. £28/13/6. October 22nd.

Joseph Milner, Kepwick Ho., Rowlands Gill, Durham, haulage contractor. £34/16/10. October 28th.

F. H. Facey and Alf. Jas. King, Arch 173, Hamilton Street, Deptford, London, S.E., cartage contractors. £35/1/4. October 10th.

# The Gazette.

## Dissolutions of Partnership.

EDGAR HEYWOOD GARRAD, GEORGE ARTHUR GARRAD and ISAAC HENRY GARRAD, trading as George Garrad & Sons, haulage contractors, bus proprietors, etc., Saddleworth Road, Greetland, near Halifax. 1st November, 1930. All debts by Edgar Heywood Garrad, who will continue.

JOHN JOSIAH BURCHALL and WILLIAM JOHN COLLINS, trading as Burchall & Co., motor and general haulage contractors, Hertford Road, Freezywater, Waltham Cross, Hertfordshire. 12th March, 1930. All debts by John Josiah Burchall, who will continue.

## The Bankruptcy Acts, 1914 and 1926.
## Bankruptcy Proceedings.

FREDERICK WALTER COTTIS, East Street, Prittlewell, Essex, cartage contractor. Public examination, January 29th, at Southend.

DANIEL DOCKERTY, 3, Castlegate, Penrith, Cumberlandshire, haulage contractor, etc. Public examination, January 16th, at Carlisle.

MERVYN BERRYMAN, 94, Kingston Road, New Malden, Surrey, motor haulage contractor. Public examination, January 13th, at Kingston, Surrey.

WILLIAM GOODAIR, Great Cliffe, Crigglestone, near Wakefield, Yorks., formerly Park Lane, Wakefield, Yorks., haulage contractor. Receiving order and order of adjudication, December 4th.

CATHERINE HODSON, trading as Hardings Road Transport, 76, Beecroft Street, Kingston-upon-Hull, haulage contractor. Receiving order and order of adjudication, December 8th. Public examination, January 19th, at Hull.

FREDERICK NORRIS, "Beechview," Dorking Road, Great Bookham, Surrey, cartage contractor. Receiving order and order of adjudication, December 15th.

THOMAS HALLIDAY (the younger), 26, Cowling Road, Windhill, Shipley, lately 9, Ives Street, Shipley, Yorks., haulage contractor. Receiving order and order of adjudication, December 19th.

JOHN WILLIAM TAYLOR (trading as C. F. Taylor & Son), 1, Beauty Bank, Old Hill, Staffordshire, haulier. Receiving order, December 18th, and order of adjudication, December 19th.

ERNEST JOHN HILLS, 1, Primrose Cottage, Victoria Road, Upper Parkstone, Dorset, haulier. Receiving order and order of adjudication, December 22nd.

ERNEST DOUGLAS and GEORGE DOUGLAS, trading as "Douglas Brothers," haulage contractors, 44, Springfield Terrace, Bailiffe Bridge, Near Brighouse, Yorks. Receiving order and order of adjudication, December 23rd.

GEORGE HENRY WILSON, 23, Kinderton Street, Middlewich, Chester, carting contractor. Receiving order and order of adjudication, December 23rd.

A. C. MCNAB (male), 81, Mayband Avenue, Sudbury, Middlesex, lately 14, Buckingham Road, Edgware, Middlesex, haulage contractor. Receiving order, December 22nd.

## Notices of Intended Dividend.

HERBERT WILLIAM CORNFOOT, The Star Garage, Dover Street, Canterbury, Kent, motor engineer and haulage contractor. No. 20 of 1930. Claims to Ebenezer Henry Hawkins, 4, Charterhouse Square, London, E.C.1.

ALBERT VICTOR ERNEST MITCHELL, trading as Mitchells' Transport Service, motor transport contractor, 16, Castle Street, Hastings. No. 3 of 1930. Claims to R. William Cave, Official Receiver, 12a, Marlborough Place, Brighton.

FREDERICK SYDNEY PEDLEY, 4, Wharncliffe Grove, Frizinghall, Bradford, motor salesman, trading as T. C. Pedley & Son, Otley Road Garage, Baildon, Yorks., haulage contractor, etc. No. 74 of 1930. Claims to John Osborne Morris, 12, Duke Street, Bradford, Official Receiver.

HERBERT HARWOOD (trading as Herbert Harwood & Son), Old Saw Mills, Water Street, Aberavon, Port Talbot, Glamorganshire. No. 27 of 1929. Claims to Alfred Joseph Rogers, Government Buildings, St. Marys Street, Swansea, Official Receiver.

## Notices of Dividend.

BEN NOBLE, and JOSEPH TABNER, trading as Noble & Tabner, Corbett Street, Bradford, haulage contractors. No. 84 of 1929. First and final of 3s. 7d. in the £. Payable at the offices of the Trustee, Arthur Tyldesley Eaves, 47, Mosley Street, Manchester.

THOMAS HENRY DENNIS, 176, 178 and 195, Denman Street, Nottingham, haulage contractor, etc. No. 36 of 1930. First of 2s. in the £. Payable at the office of D. C. N. Duncan, 8, St. Peter's Church Walk, Nottingham.

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# New Companies.

**Mammoth Transport, Ltd.** (253,335).—Private company. Registered January 8th. Capital £2,500 in £1 shares. Objects: To carry on the business of motor haulage and passenger transport contractors, general carriers, railway and forwarding agents, dealers in and repairers of vehicles and steam wagons, etc. The first directors (to number not less than 2 nor more than 5) are: W. T. Robertson, L. T. Harper. Registered office: 474, Borough Road, Birkenhead.

**Reliance (Mon.) Services, Ltd.** (253,340). — Private company. Registered January 8th. Capital £2,000 in £1 shares. Objects: To acquire the business of a motor omnibus service, heretofore carried on by T. R. Jenkins at Crosskeys, Mon. The directors are: E. Lane, M. Beddoe, R. T. Rowe, B. Burton, D. G. West. Secretary: D. G. West.

**Dick Relph and Company, Ltd.** (253,358).—Private company. Registered January 9th. Capital £500 in £1 shares. Objects: To carry on the business of haulage and general contractors, carriers by land and water, coal and coke merchants, etc. The directors are: A. D. Lamdin, Mrs. L. C. Lamdin. Secretary: R. R. Lamdin.

**J. R. Harrison, Limited.** (253,398).—Private company. Registered January 10th. Capital £1,000 in £1 shares. Objects: To acquire the business of a cattle remover and haulage contractor carried on by J. R. Harrison in the County of York. The first directors (to number not less than 2 nor more than 7) are: J. R. Harrison, J. G. Denison, A. A. Denison.

**Pearce's Motors, Ltd.** (253,408). — Private company. Registered January 10th. Capital £2,000 in £1 shares. Objects: To carry on the business of proprietors of motor omnibuses, motor char-a-bancs, touring carriages, coaches and wagonettes, manufacturers, builders and repairers of motor omnibuses, etc. The permanent directors are: W. J. Pearce, W. J. L. Pearce.

**Eva's Motor Coaches, Ltd.** (253,425).—Private company. Registered January 12th. Capital £1,000 in £1 shares. Objects: To construct, equip, maintain and work motor coaches, omnibuses and other vehicles, etc. The directors are: A. E. Ewer (permanent director and chairman), Mrs. Eliza Ewer, Mrs. Elizabeth A. Hodges. Registered office: 152, Curtain Road, E.C.2.

**Drag-on Haulage & Engineering Company, Ltd.** (253,421).—Private company. Registered January 12th. Capital £700 in £1 shares. Objects: To adopt an agreement with M. C. Cobbold for the purchase of the business of a haulage contractor formerly carried on by him in partnership at 501, Silwood Street, S.E.16, as Barker and Cobbold. The first directors (to number not less than 2 nor more than 3) are: R. A. Rainey, M. C. Cobbold. Secretary: R. A. Rainey. Registered office: 501, Silwood Street, S.E.16.

**Clarkes General Motor Service, Ltd.** (8,072).—Private company. Registered in Dublin on January 13th. Capital £2,000 in £1 shares. Objects: To carry on the business or businesses of dealers in and letters to hire, repairers and warehousemen of motor cars, motor lorries, motor vans, etc. P. Clarke is permanent director. Secretar: P. Clarke.

**Scottish Roadways, Limited.** (16,292).—Private company. Registered January 17th in Edinburgh. Capital £6,000 in £1 shares. Objects: To carry on the business of road transport contractors, etc. The first directors are not named.

**Ledbury Tours, Limited.** (253,716).—Private company. Registered January 24th. Capital £750 in £1 shares. Objects: To carry on the business of proprietors of motor omnibuses, chars-a-banc, touring carriages, coaches and waggonettes, motor lorries, mail and parcel vans, etc. The first directors are to be appointed by the subscribers. Secretary: D. A. H. Messam.

**Brillma, Ltd.** (253,708).—Private company. Registered January 24th. Capital £100 in £1 shares. Objects: To acquire for use, letting on hire or resale lorries, cars and all kinds of mechanically propelled vehicles, and in particular those useful for the haulage of gravel and other roadmaking materials, and to carry on the business of hauliers, general removers of furniture, gravel merchants, motor repairers, etc. The directors are: R. S. Brewis, F. Williams, F. H. May. Secretary: T. W. Harper. Registered office: 3/4, Clements Inn, W.C.2.

**Ripponden & District Motors, Ltd.** (253,780).—Private company. Registered January 28th. Capital £12,000 in £1 shares. Objects: To acquire the business of motor haulage contractors, motor coach, omnibus and garage proprietors, and motor engineers, carried on by John Hirst & Company at Commercial Garage, Ripponden, near Halifax, as Ripponden and District Motor Services. The first directors (to number not less than 2 nor more than 5) are: J. Hirst (governing director), W. Hirst (both permanent).

**Essex County Coaches, Limited.** (253,791).—Private company. Registered January 29th. Capital £1,000 in £1 shares. Objects: To acquire the business of motor coach proprietors as formerly carried on by G. F. C. Croxon and H. H. Nottage as "Essex County Coaches" at 85, Francis Road, Leyton. The directors are: G. F. C. Croxon (chairman), H. H. Nottage. Secretary: W. G. Curtis. Registered office: 85, Francis Road, Leyton, E.10.

**Gorseinon and District Bus Company, Ltd.** (253,853).—Private company. Registered January 31st. Capital £2,000 in £1 shares. Objects: To carry on the business of motor bus and garage proprietors, motor engineers, agents and dealers, etc. The directors are: J. J. Jones. J. Wallbey, W. Davies, N. Rees, B. Richards. Secretary: J. Wallbey.

**White, Denton & Company, Ltd.** (253,908).—Private company. Registered February 2nd. Capital £2,000 in 1,000 participating preference shares of £1 and 4,000 ordinary shares of 5/- each. Objects: To carry on the business of haulage contractors, carriers, shipping agents, wharfingers, lightermen, warehousemen, storekeepers, owners of depositories, furniture removers, etc. The directors are: L. H. White, H. J. White, A. C. Denton. Secretary: H. J. White. Registered office: 143, Queen Victoria Street, E.C.4.

**Woodgrange Coaches, Limited.** (253,932). — Private company. Registered February 3rd. Capital £100 in £1 shares. Objects: To carry on the business of manufacturers and repairers of and dealers in automobiles and motor cars and cycles, omnibus proprietors, carriers of passengers and goods, etc. The permanent joint managing directors are: A. J. Mazengarb, B. Davis. Registered office: Fetter House, 54/5, Fetter Lane, E.C.4.

## Mortgages and Charges.

**Chapman & Sons (Eastbourne), Ltd.** — Deposit on December 11th, 1930, of deeds of Victoria Garage, Pevensey Road, and 11 and 13 Susans Road, Eastbourne, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Ramsbottom Motors, Ltd.**—Debenture dated December 11th, 1930, to secure £100, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: F. S. R. Proud, 42 Rose Street, Bolton.

**Bourne & Balmer (Croydon) Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated December 12th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Burkes Motor Service Company, Ltd.**—Debenture dated December 12th, 1930, to secure £300, charged on freehold premises and land forming garage and site in Gregories Road, Beaconsfield, and the company's other assets, present and future. Holders: Mr. M. E. Christie, Brown House, Grove Road, Beaconsfield; and A. H. Christie, Sprick Hatch, West Milton, Malplush, Dorset.

**Enterprise Transport Company, Ltd.** — Debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated December 13th, 1930, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Enterprise Transport Company, Ltd.** — Charge dated December 13th, 1930, on 70 and 72, Perry Vale, Forest Hill, S.E., dated December 13th, 1930 (supplemental and as collateral security to debenture of same date) securing all moneys due or to become due from the company to Barclays Bank, Ltd.

**Intrade, Ltd.**—Particulars filed of debentures for sums not exceeding £10,000 at any time, authorised December 15th, 1930, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £3,000.

**County Motor Services, Ltd.**—Mortgage dated December 15th, 1930, to secure £1,000, charged on land with Half Moon Garage thereon at Stakeford, Northumberland. Holders: Percy Building Society, Newcastle-upon-Tyne.

**Skylark Motor Coach Company, Ltd.**—Debenture dated December 29th, 1930, to secure £5,680, charged on the company's property, present and future, including uncalled capital. Holder: H. Keasley, 34, Keswick Road, Putney, S.W.

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**Bond & Blogg, Ltd.**—Debenture dated December 30th, 1930, to secure £1,250, charged on the company's property, present and future, including uncalled capital. Holder: D. W. Teale, 21, Laurie Park Crescent, Sydenham, S.E.

**Wilts. & Dorset Motor Services, Ltd.**—Memorandum of deposit dated December 30th, 1930, charged on premises in Junction Road, Andover, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £1,500.

**W. Turpin & Sons, Ltd.**—Charge on stables, warehouses and other premises in Commercial Street, Coxside, Plymouth, dated December 31st, 1930, to secure £825. Holders: F. J. Yeo, Rosenlaui, Tavistock, Devon, and A. B. George, 94, Park Avenue, South London.

**S. Bayley & Son, Ltd.**—Mortgage for £546 8s. 11d. dated March 5th, 1927, charged on 66, 68, 70 and 72, Dorset Street, Sheffield, with stables, etc., in rear (being property acquired by the company on December 31st, 1930). Registered pursuant to Section 81 of the Companies Act, 1929. Mortgagees: Halifax Building Society. Debenture dated December 31st, 1930, to secure £600, charged on the company's undertaking and property, present and future, including uncalled capital and goodwill. Holder: Mrs. E. Ward, 51, Heeley Green, Sheffield.

**Dobinson's Road Transport, Ltd.**—Mortgage debenture dated January 2nd, 1931, to secure £600, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: T. Dennis, 310-314, Clapham Road, S.W.

**Red & White Services, Ltd.**—Two memoranda of deposit on January 2nd, 1931 (a) of deeds of bungalow, garage and premises at Tredegar, Mon., and (b) of the Rhondda Motor Services Garage, Rhondda, Glam., to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £3,000 and £5,000 respectively.

**Elvy's Transport, Ltd.** — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 2nd, 1931, to secure all moneys due or to become due from the company to Martins Bank, Ltd.

**Green Man Garage & Harrison Transport Company, Ltd.**—Deposit on January 3rd, 1931, of deeds of properties at Ashborne, Derbyshire, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**John W. Hodge (Transport), Ltd.**—Particulars filed on January 7th, 1931, of £400 debentures authorised July 25th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued. Particulars also filed of £250 debentures authorised December 12th, 1930, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**Central Transport Company (1927), Ltd.**—Particulars filed of £200 debentures authorised January 7th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**Direct Haulage Company, Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated January 12th, 1931, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**G. Bailey & Sons, Ltd.**—Particulars filed of £20,000 debentures authorised January 13th, 1931, charged on freehold and leasehold premises and the company's undertaking and property, present and future, including uncalled capital and goodwill, the whole amount being now issued.

**Alfreton Motor Transport Co., Ltd.**—Mortgage on land, etc., in Bakewell Road, Matlock, Derbyshire, dated January 22nd, 1931, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Lincoln & Hull Water Transport Company, Ltd.**—Satisfaction in full on November 21st, 1930, of debentures authorised September 28th, 1928, and registered October 26th, 1928, securing £11,500.

**Green Man Garage & Harrison Transport Company, Ltd.**—Satisfaction in full on December 12th, 1930, (1) of mortgage dated July 24th, 1920, and registered August 11th, 1920, and (2) of deposit of deeds dated December 24th, 1925, and registered December 31st, 1925. (According to the register of mortgages, the mortgage registered August 11th, 1920, and the memorandum of deposit registered December 31st, 1925, originally secured all moneys due or to become due from the company to the London County Westminster and Parrs Bank, Ltd., and the Westminster Bank, Ltd., respectively.)

**County Motor Services, Ltd.**—Satisfaction in full on December 13th, 1930, of mortgage dated June 13th, 1925, and three further charges dated May 6th, July 7th and November 4th, 1927, and registered June 30th, 1930, pursuant to Section 91 of the Companies Act, 1929.

**Westminster Omnibus Company, Ltd.**—Satisfaction to the extent of £500 on December 22nd, 1930, of debenture dated May 11th, 1925, and registered May 22nd, 1925.

## Receiverships (Appointment or Release).

**Traffic Combine, Ltd.**—P. D. P. Sleeman, of 314, Regent Street, W., ceased to act as Receiver and Manager on December 14th, 1930.

**H. J. White & Company, Ltd.**—L. H. White, of 143, Queen Victoria Street, E.C., was appointed Receiver and Manager on December 18th under powers contained in debentures dated June 2nd, 1930.

**Compass Transport Company (Woking), Ltd.**—S. E. Smith, O.B.E., F.S.A.A., of 4, Broad Street Place, E.C.2, was appointed Receiver and Manager on December 22nd, 1930, under powers contained in debenture dated May 6th, 1930.

**National Wharves and Warehousing Company, Ltd.**—T. G. Piper, C.A., of Bush Lane House, Cannon Street, E.C.4, ceased to act as Receiver and/or Manager on December 30th, 1930.

**H. J. White & Company, Ltd.**—L. H. White, of 143, Queen Victoria Street, E.C.4, was appointed Receiver and Manager on January 7th, 1931, under powers contained in second debenture dated November 3rd, 1930.

**North Enfield Transport Services, Ltd.**—R. A. Rodgers, of Coventry House, South Place, E.C.2, ceased to act as Receiver on January 8th, 1931.


## NOTICES

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**FEBRUARY, 1931.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

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# Facts and Figures in Road Transport.

ON September 30th, 1930, there were in Great Britain 2,287,325 mechanically propelled road vehicles licensed. Of these 1,056,214 were cars taxed on horse power, 724,319 motor cycles, 344,672 goods vehicles and 101,130 hackney vehicles. These figures are most interesting in view of recent railway companies' reports and the final report of the Royal Commission on Transport. The drop in railway revenues is attributed largely to road competition and no doubt it is true. The Royal Commission had this point well in mind when drawing up their report: in fact we can hardly see why it was necessary for the Commission to take evidence from so many authoritative persons on transport subjects, to arrive at the conclusions they did. Still, the report was very well drawn up, very voluminous and, as Sir Arthur S. T. Griffith-Boscawen stated in his address at the annual dinner of the Institute of Transport, the report was received with really monotonous approval and in fact many of its recommendations had already been passed into law. We think that perhaps some of the recommendations were already law before the recommendations made their appearance, but this is not the subject of our present commentary. It is this: the Government and its satellites are busily engaged, using every effort in fact, to obtain such control on road transport, that they may be able to force traffic back on to the railways. We do not wish to discuss here whether the object is laudable or not; what we wish to do is to analyse the above figures to see to what extent control is possible or necessary, and how far restrictive control can be imposed without interfering with the rights of the citizens. (By "control" in this article, we mean in respect to use and not condition or design.) The road, it must be remembered, is practically the only bit of Great Britain on which every citizen, from the lowest to the highest, has the right to move freely. The pedestrian it is true, has already had his liberty in this respect considerably curtailed, not by law but by "force of arms" so to speak, that is to say he moves along the road at risk of life and limb and he cries out for protection. He has a right to protection no doubt, but the country, for financial reasons, cannot afford to give it him completely by providing adequate footpaths along all roads. If it could do this there might reasonably be a law passed to prevent the pedestrian using the carriageways. Until adequate footpaths are provided the pedestrian must retain his priority right to the road, although he does not always get the better of the argument that the motor vehicle must make way for him! The pedestrian may wish to become a motorist himself, but is unable to purchase a vehicle, in which case he can get his share of the use of the highway by using a public passenger vehicle, so long as he is permitted. Now, examining the above figures and referring to the Ministry of Transport's report "Road Vehicles—Great Britain" from which the figures are taken, we find there are only 101,130 hackney vehicles in Great Britain, of which 48,483 have a seating capacity not exceeding 8 persons and there are 11,018 vehicles which have a seating capacity exceeding 8 and not exceeding 14, together making a total of 59,501 vehicles. The 48,483 vehicles are, no doubt, for the most part taxicabs, whilst the 11,018 come almost under the same category. Vehicles carrying more than 14 passengers but not more than 20 number 8,181 and these, as we all know, are quite modest vehicles in regard to size, not greatly exceeding that of a large private touring car. We come now to vehicles carrying more than 20 persons but not more than 32, which are undoubtedly the motor coaches proper; but of these there are under 21,000, surely few enough about which to make such an extraordinary fuss! They serve the outlying districts remote from towns and remote from railways or reasonable railway services, and, as we have

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stated, they are few enough for the service required of them. The rest of the vehicles, those carrying more than 32 passengers and up to 64 passengers, are undoubtedly motor buses, both single and double deck, and their number is 26,785. The number of these is certainly likely to increase and in fact must increase if the public is to be adequately served. The above figures relating to hackney vehicles are well worth considering and any fair minded person cannot help but conclude that attempts to restrict and hamper with irksome conditions, such passenger services, are vicious in the extreme. Obviously but a small percentage of such vehicles are in competition with rail transport and practically none of them in direct competition because they have created new transport patrons. Referring now to cars taxed on horse power: of these there are upwards of a million. These constitute the true railway competition—these and the additional three-quarters of a million motor cycles. How are these going to be controlled? They are already taxed several times heavier than those in any other country. These then may be ruled out of control considerations, and they represent considerably more than two thirds of the total of motor vehicles in Great Britain. The tax upon them may be increased but there is no legitimate reason why it should be, because instead of the revenue collected from them being paid into the Road Fund and used for road construction and improvement, part of the revenue is paid into the Exchequer to be used for other purposes. Then let us consider goods vehicles: there are something less than 350,000 of these, of which 142,529 are of less than one ton capacity, obviously tradesman's delivery vans having replaced horses. There are 143,114 vehicles of between 1 ton and 3 tons capacity, which if not actually used for local services only, certainly do not go very far afield. This leaves about 56,000 vehicles, exclusive of agricultural vans and lorries, of from three tons and upwards carrying capacity, a comparatively small percentage of which are used for long distance transport. Then which of these are to be the subject of control? We doubt if 10 per cent. of them are owned by the haulage contractor, who is a long suffering person filling a definite public need. If his vehicles are taxed so that they are ruled off the road, some 5,600 of them, is it going to be for the benefit of the public and are railway revenues going to soar again as high as at the end of the last century? We think not; but if all the heavy goods vehicles now in service, the majority of which are owned by private firms, are to be the subject of prohibitive taxation, will not the industry rebel against such legislation and show that a very great percentage of such industry depends for its existence upon the service these road motor vehicles are giving them?

It is evident from the above figures that there are not more than from 25,000 to 30,000 vehicles amenable to control—it is probably even a generous estimate—being about 21,000 motor coaches and about 5,000 to 6,000 goods vehicles owned by transport contractors, but it by no means follows that all such goods vehicles are indeed used for long distance traffic. The Government is more particularly concerned with the control of the motor coach traffic and it is mainly for such control that twelve traffic commissioners have been appointed, that is one traffic commissioner for each 1,700 vehicles. As a large number of these vehicles are owned by local authorities who do not require Government assistance in any branch of their organisations, we imagine the traffic commissioners' duties are likely to be somewhat of a sinecure. At least there does not seem to be any great need for their services when the situation is carefully considered. Another accusation that is continually hurled against road transport, is that the ever-increasing number of vehicles and the ever-increasing weight per unit, are together cutting the roads to pieces; but if one examines the Ministry of Transport Report on the Administration of the Road Fund it will be found that the contrary is the case. In the year 1925 the total motor licences in Great Britain was 1,537,340, of which 224,287 were in respect of goods vehicles. In that year the total expenditure per mile of ordinary maintenance and repairs of Class 1 and Class 2 roads and bridges in Great Britain was £626 and £341 respectively. In 1929 there were 2,163,076 motor vehicles licensed (an increase of 627,736) of which 313,634 were goods vehicles and the expenditure per mile of Class I and Class 2 roads was £562 and £356 respectively, showing a reduction in maintenance costs of £64 per mile for Class 1 roads and an increase in the cost of Class 2 roads maintenance of £15 per mile. According to those who argue that the increasing motor traffic entails additional road expenditure there should have been an increase of road maintenance costs of about 40 per cent. instead of a reduction. It is as well to bear in mind that road improvement means lower maintenance costs and the Ministry of Transport figures show that maintenance costs per mile reached their peak in the year 1924-25 when the total expenditure on Class 1 and Class 2 roads amounted to just over £20,000,000. For the succeeding years the expenditure was below £20,000,000 until last year when it was £20,241,000. These figures seem to show that however much the traffic increases in the future, the maintenance costs will increase very little and the revenue collected from motor taxation will come nearer to covering the expenditure. The figures show plainly that there is no valid reason for imposing further legislation with the object of impeding development of road transport, also that the controllable part of the road transport industry is such a very small percentage of the total road traffic that it can make but very little difference to railway earnings, whereas the motor industry and the road construction and maintenance industry together must provide a far greater amount of rail traffic than they have taken away from the railways.

## Transport and the State.

Students of transport must have watched with growing concern the steady growth of Government control, which has marked the relationship between Transport and the National Government during and since the end of the War. We all owe a debt of gratitude to Sir Lynden L. Macassey, a past-president of the Institute of Transport, for his masterly lecture on this subject, given to the Metropolitan Transport students on February 17th last. We publish a brief report of this lecture in this issue but owing to the regulations of the Institute of Transport, it is not possible to do justice to a paper of this character. We commend the lecture, which will appear *in-extenso* in the journal of the Institute, to every member for very careful reading and consideration. Those who have followed the reports which have appeared in this journal month by month, for many years past, will have seen how, little by little, the control exercised by the Government has been tightened and has become more rigid, till the boasted right of the Englishman to carry on his business in his own way, without interference, provided he does it honestly, has become a thing of the past. Dealing first of all with the subject in broad outlines, particularly as it affects concessions for transport undertakings in other countries, Sir Lynden then proceeds to show how this relationship has evolved in Great Britain and a very interesting section of the lecture deals with the early days of English railways, showing how gradually the position had been changing up to the time of the War.

It is only after the War, however, when road transport had become a serious competitor of railway transport that we find legislation being passed which entirely changed the transport outlook. We then find for the first time, the phrase "controlled monopoly" coming into use, employed, we believe, first of all by the present Minister of Transport in his speech at the dinner of the

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Municipal Tramways and Transport Association Congress, held at Yarmouth in 1929. To-day we find this attitude carried still further and the Minister of Transport endowed with powers, not only to control but to prohibit certain classes of traffic from using roads or districts where there is congestion.

In the third section of the paper Sir Lynden asks what should be the relationship between the state and transport, and his closely reasoned argument leads him against his inclination and judgment to the view, that nationalisation of all forms of transport must be visualised as a possibility of the future. He is of the opinion that the results of state ownership and state management in foreign countries and in our Dominions are not such as to induce us lightly to abandon the policy of private ownership and private management. At the same time he draws attention to the almost insuperable burden imposed on our railways by the Government in the Railways Act 1921 and admits that the permanence of the financial basis of the Act is plainly imperilled. The next step, amongst those who advocate nationalisation, will be to declare, that as the railway officers cannot conduct their undertakings efficiently and at a profit, it is the duty of the State to take them over and run them, making good any loss, out of public funds. This is the danger that everyone who has studied the subject finds confronting us, and it will certainly not be practicable to take over our railways without nationalising the entire transport of the country at the same time. It is for this reason that we have all along deprecated any steps taken by the road transport industry to ask for further control or regulation, even against unscrupulous and uneconomic competition. A careful study of Sir Lynden Macassey's lecture should help us to see where transport is drifting and to take steps before it is too late to avoid further Government control which would leave the industry fettered and helpless.

## Motor Hirers and the Coach Ban.

We publish on pages 261 and 262 of this issue a full report of the appeal by the Minister of Transport against the rule issued in the High Court in connection with the proposed ban on motor coaches in the Central London area. On appeal the Minister won the day, judgment being given in his favour, but some interesting points were brought out by counsel in his argument on behalf of the Skylark Coach Co. and these deserve the very careful consideration of all independent passenger transport operators. As we go to press we learn that the case is being carried still further and that an appeal has been lodged against the decision so that the important point in dispute will have further expert legal consideration. The Minister of Transport is acting on the advice of the London and Home Counties Traffic Advisory Committee, and it was pointed out that two of the members of this body were very considerably interested in the question and had in fact given evidence on behalf of the concerns they represent before the rest of the Committee, afterwards taking their places as members of the committee which had to make a decision and advise the Minister of Transport. This raises one of those exceedingly difficult questions, because naturally, the men best qualified to serve on such an advisory committee are those who are actively engaged in the business of passenger and goods transport and who by their long experience are qualified to give the Minister advice. On the other hand, occasions must happen when their business interests are involved and it is difficult to see how they can be strictly impartial in their outlook on the question at issue. It has been stated in the press that the Minister is proposing to modify the proposed rule as the result of interviews which he has had with the various organisations concerned but no official announcement has been made on this point. In this connection the report appearing in this issue of the Motor Hirers' and Coach Services Association dinner, shows that at any rate the members are not downhearted and it is another instance of adversity bringing the members together to fight for their common interests and to sink, at any rate for the time being, their individual point of view and the keen competition which is a feature of all transport undertakings.

## Long Distance Road Haulage Association.

The efforts which were made to find an association with which the Long Distance Road Hauliers could link up having proved unsuccessful, it was decided at a meeting of those interested in long distance road transport to form a separate Association and the inaugural meeting of this new body was held and is fully reported in another part of this issue. It was made clear that the new Association, while determined to put forward in every way its own special interests, would work in harmony and collaboration with other associations connected with road transport, and this should be quite practicable through the Standing Joint Committee of Mechanical Road Transport Associations. We shall watch with friendly interest the work of this Association and shall give full reports of its meeting and the work which it carries on, as has been our practice with road transport associations of all kinds and in every branch of the industry.

## Garages and Derating.

The judgment of the House of Lords allowing an appeal by the Revenue Officer against an order made by the Recorder of Middlesbrough, that certain garage premises at Middlesbrough should be derated under the Rating and Valuation (Apportionment) Act, 1928, will have been received with much disappointment by all garage owners. The building in question was built of brick and had a concrete floor. The floor space was chiefly occupied by an office and place for washing cars; a workshop with plant machinery and power suitable for repair work; inspection pits; space for garaging cars, etc., and at the front of the premises were windows exposing small accessories for sale, and outside the premises were petrol pumps for the supply of petrol to the public. Much the larger part of the premises and practically the whole of the working time of the occupier and his employees were devoted to repair work. In the King's Bench Division, Mr. Justice Talbot and Mr. Justice Finlay were of opinion that the premises fell to be derated and that the Recorder of Middlesbrough was right, but Mr. Justice Avory, dissenting, said there were features in the case which proved that the premises came within the category of a retail shop; thus by a majority the Court dismissed the Revenue Officer's appeal, and, later, the Court of Appeal unanimously affirmed the majority judgment of the King's Bench Divisional Court including the hereditament in the special list. Lord Dunedin in delivering judgment in the House of Lords, allowing the appeal by the Revenue Officer, said that the decision must necessarily affect the position under the Act of 1928, of those establishments which were common objects of the roadside, and in which repairs to cars could be effected and petrol obtained. The hereditament in question was primarily occupied and used for the purposes of a retail shop and therefore it was not an industrial hereditament within the meaning of the Act of 1928. The appeal accordingly succeeded. This judgment settles the vexed question of the derating of garages and repair shops, and no derating relief can now be hoped for under the Rating and Valuation (Apportionment) Act, of 1928.

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# The Operation of Inland Transport.

## A Complete Alteration Required.

By W. R. Bater
(Director, William Bater & Sons, Ltd., Skewen.)

THIS Article is intended to deal primarily with the urgent need of a complete alteration in the policy for the operation of Inland Transport in this Country. Under the present system, transport is much too slow and expensive to give British industry the cheap service the geographical compactness of our workshop should enable it to do. I have no hesitation to say that the circumstances responsible for the failure to provide cheap and efficient transport are also responsible for the difficulty experienced by most of our old established industries to maintain their ascendancy in the world's markets.

It is generally accepted that the pioneers of British Industry in the Victorian period were responsible for the prosperity and great wealth of the Empire. I have come to the conclusion that the same generation is also responsible for the difficulties with which we are confronted at the present time. Our industries were built up with the firm conviction that the same methods and processes would always prevail. The development has been simple expansion or elaboration of the original methods and the training of the men destined to follow on was on the same narrow and conservative lines, with the result that those in control up to the present time, in Government finance and industry, have never given a thought to the possibility of having to abandon the inviolable laws, methods and processes which were the foundation of their education and training. The unfortunate result is that we have dispersed most of the wealth amassed in the Victorian period in the most elaborate factories, plant and systems which are now proving to be nothing more useful than monuments of the past.

I will now endeavour to show how the same circumstances have affected Transport. The development of Road Transport by the railway companies of Great Britain is, to say the least, an admission that they are unable to meet present day requirements with the rail system. Why is this? Is it not because their locomotives and trains are a simple elaboration of Stephenson's Rocket and train? Why is Road Transport attaining this ascendency? Because the modern motor vehicle is not a glorified traction engine or a simple elaboration of the first mechanical road vehicle. For an illustration of this, it is only necessary to make a comparison of the exhibits at the Railway Centenary Exhibition. All that can be claimed for the Royal Scot is that it is an elaboration of the first conception of a locomotive embodying the original principles with a few modern refinements. Turn to another exhibit, Messrs. Thornycroft's first road wagon, and you will find that there is nothing of this conception left in a 1930 Thornycroft motor vehicle, either in design or engineering practice.

It cannot be said that the railway engineers and craftsmen are not among the first rank in the Country. What, then, is the explanation for the production of such an obsolete monstrosity as the modern locomotive? It is the lack of courage necessary to depart from fixed principles that is responsible, but this circumstance would not have prevailed if railway influence in our successive governments had not been able to achieve the definite restriction of road transport and the elimination of all competition that would have forced changes when they became due.

In the evolution of railways after the building of a self-propelled vehicle, the obvious next step was to turn the achievement to commercial advantage and with the limitations of early locomotives, the only way to do this was to build coaches and trucks to be hauled by the locomotives. As the power units became more efficient, so it became possible to haul longer trains and by the improvement of track, greater speeds become possible, all of which is natural development leading up to greater usefulness and efficiency.

The increased weight and speed of trains called for rules and regulations for their safe operation, the most important of these being the Block system, which prevents more than one train being in any section at the same time. This system is very necessary for the operation of trains but as the trade of the Country increased, it was found to have a very restricting influence on the volume of traffic that could be dealt with, and the only method of coping with the expansion of trade and the consequent demand for transport facilities, was to build larger locomotives to haul longer and more cumbersome trains so that a greater amount of traffic or goods could be moving in each protected section of the railway lines at a time. As far back as 30 years ago, the railway companies found they could not deal with sudden increases in the volume of traffic in spite of the longer trains and the division of their lines into a greater number of shorter protected sections, and to my knowledge, strict adherence to the rules of the Block System was impossible in many places.

By the construction of auxiliary and loop lines it has become possible to operate a greater number of trains and to adhere to the rules and regulations for their safe operation, but the sheltering of the extra trains off the main running lines turned out to be a very retrograde step as far as speed and mobility are concerned. It has, in fact, made loitering by the wayside a profitable pastime for railway operatives who feel so disposed.

The weight of a modern train is anything from 250 to 500 tons and if anything goes wrong, this enormous weight is responsible for the serious destruction which usually attends a railway accident. It is therefore quite out of the question to consider the operation of trains without rigidly observing the rules of the Block System, but if light self-propelled cars travelling as separate units were substituted for trains, they could be operated with perfect safety without any such restriction and with the great advantage of complete mobility.

What, then, is the obvious remedy to enable British railways to take advantage of the compact island in which they operate, to return to a state of prosperity and give the industries and general public the cheap and efficient transport service they are geographically entitled to? The answer is to abandon all material, rules and regulations that will not lend themselves to complete mobility. For the short distances between trading centres, and the proximity of the seaboard to all parts of the Country, I know of no traffic that demands a continuance of the train system other than coal for shipment. Even this traffic could be dealt with by the small 20-ton separate unit if a means could be found for storing the output of collieries other than in railway wagons. Under existing circumstances, coal trains would have to be dealt with at night and be run direct from the collieries to storage sidings at the docks, to be sorted out there, away from the main arterial lines. From 6 a.m. to 12 midnight the main lines should be teeming with fast self-propelled coaches, vans and wagons following each other without any regard for the rules of the Block System and controlled only by the present signalling system at such

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points as they have to be diverted off the main lines for loading and unloading, or change of direction at a junction.

By *control* I mean that the necessary switchgear to make diversions from the main lines into goods yards and auxiliary lines, and back again to the main lines, should be locked and covered by signals operated by a switch or signalman.

Some of the many advantages of this mobile system are :—Each railcar through its operator, knows what its load is composed of and where it has to be delivered. The movement made is always in forward direction; all shunting is dispensed with; one special wagon for abnormal loads could be coupled to a railcar at any time provided that it is fitted with brake gear operated from the railcar. The switchman (only required to protect junctions and the entry and exits of stations and goods yards) can instantly and without any enquiry of the position of other railcars, divert a car on to or off the main running lines. All delay to obtain line clear ahead and to keep sections open for important express trains is entirely obviated. Instead of passenger trains holding up freight trains for hours in refuge sidings and avoiding lines, the passenger railcars would obtain their priority by adhering to the main running lines; freight cars would invariably take the auxiliary or avoiding lines wherever they are made available. By the openings given as a result of this arrangement and the possibility of passenger cars having higher gear ratios, they would automatically obtain higher average speeds and pass freight cars going in the same direction on the auxiliary lines. The cost of the delays under the present system to give express and passenger trains priority and line clear, must amount to an enormous annual loss both to the Railway Companies and their customers.

The following example is how I visualise the railcar system in operation :—A freight car leaves London with a 5-ton consignment for Cardiff, 5 cwts. for Reading and 1 ton for Swindon. It runs to Reading at a speed determined by the volume of traffic in the same direction and on arrival, signifies by a code of syren blasts, that diversion to goods platform is desired. The switchman instantly complies, and the goods platform is reached without delay. The 5 cwt. consignment is discharged and railcar driver is advised that a 10-ton consignment is available for Cardiff. This is immediately loaded up and the car proceeds to the signal covering main line points. By the use of the syren code, the switchman is informed that exit to main line is required; he sets main line exit signal at danger and when satisfied that oncoming main line traffic has been checked, the goods exit signal is lowered to right-away and the points to main line opened. The freight car then obtains a position on the main line and the switchman reverses the operation, closing the goods exit and clearing the main line. All these switch movements can be made from a point of observation, and they are for immediate movements of traffic which do not require the switchman to keep his brain tuned up like a professional chess player, in case, by a temporary lapse of memory, he should make some irreparable mistake.

The freight car is now on the way to Swindon where the same procedure of control as at Reading, is in operation. The 1-ton consignment is discharged and there is, perchance, a 5-ton consignment waiting for Cardiff, which is loaded up. This car is now fully loaded with 20 tons from Swindon and automatically becomes an express car to destination; nothing can possibly impede its progress other than the very temporary stoppages that will occur when preceding cars arrive at stations of call en route. The volume of traffic would, however, have to be very heavy to make such stoppages amount to anything compared to the delays occasioned by the acceptance and clearance of trains under the present system.

The movement I have endeavoured to illustrate is incessant; there is no waiting for a consignment that is not ready; the next car will soon be along for this. Clearances are effected of large and small consignments at frequent intervals of the day and the journeys of the cars are governed by the destination of the largest consignment available at time of arrival. Instead of the consignments having to be sorted and marshalled for the convenience of the train, the freight cars automatically adjust themselves to the calls and direction of the consignments. Furthermore, they are automatically attracted to and kept operating between points where the traffic demands facilities, and not to the direction of timetables and fixed schedules of direction whether there is traffic to be dealt with or not.

When I first conceived this scheme in 1922, I favoured the adoption of steam engined units similar to the Sentinel-Cammell coach, which has since been designed and put into service on some branch lines. Having regard to the great improvements made in the design and performance of internal combustion engines and the comparatively low tractive effort required to run on steel rail tracks, I am of the opinion that petrol-electric or diesel electric power units would prove to be much more practicable and economical. Freight vans and wagons to carry 20 tons and coaches to seat 100 passengers could be designed and constructed within a weight limit of 10 tons unladen. They should have a much lower centre of gravity than the present day locomotives and also be fitted with more sensitive buffers, either hydraulic or pneumatic as a precaution against errors of judgment in the operation of a procession of railcars travelling at high speeds.

Critics of this article will say that such a revolutionary change of method would be attended with too much risk and danger. It is only necessary however, to observe commonplace, everyday practice on our roads to find high powered motor cars travelling in procession mile after mile at average speeds considerably over 40 miles per hour, with comparative safety. On the roads, cars have to be steered and the movement of every other vehicle and pedestrian, keenly observed. They are not fitted with buffers, either, and it is seldom that a serious accident occurs except at cross roads where a clear view is obscured.

The possibility of a head-on collision between railcars travelling in opposite directions is as remote as it is under the present rail system. Quite normal men are physically and mentally capable of steering and controlling moving objects at speed over 200 miles per hour; what then, can be the danger or difficulty of operating with perfect safety, the system I have explained in the foregoing, at speeds well over the highest that is practicable with the present railway rolling stock? All experienced drivers will agree that the safe limits of speed are determined only by the efficiency of control or the ability to pull up.

We hear of road-cum-rail car experiments and it is possible that the difficulties to be overcome to evolve a vehicle that will operate successfully both on the road and on rail, will be surmounted, but from my experience of the collection and distribution of merchandise, this method will not prove to be economical, if practicable. The door to door service of road transport is only economical over very local areas and in small loads with fast light vehicles. The difficulty lies in the fact that it is seldom possible to collect in one place, a load large enough to be economical for long distances and when it comes to the delivery of a paying long-distance load, the number of separate deliveries and the different directions to points of delivery, are usually so many that it proves to be more economical to split the consignment into several light vehicles. When there is a continuous flow of bulk loads, the economy effected by splitting them for

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delivery is very obvious and saves much time as well as the waste of costly vehicle miles.

The container system which is so highly boosted by the railway companies, is quite useful for special loads which demand door to door facilities and is a means of saving traders the expense of packing, but it is much too cumbersome for general purposes for the reason explained in the foregoing paragraph. I am sure the container system does not pay the railway companies under their present system of train operation, because the special arrangements made to give this traffic priority are much too expensive and if they were handling the volume of traffic they should be, they could never afford the time expended to give this system the attention it now receives. If the railcar system was in operation, the container system could be worked more efficiently and would automatically become express traffic to destination without any special arrangements.

It needs very little thought to come to the conclusion that road transport vehicles having to operate on rubber tyred wheels, should not be able to compete successfully with vehicles equipped with steel tyred wheels to run on steel roadways. I think I have also made it clear that there is not so much in the door to door delivery advantage of road transport as the railway companies wish to make out when excusing themselves for loss of traffic to road transport contractors. What then, is the reason for the ascendency of road transport and the necessity for legislation to maintain the balance of the increasing efficiency of road transport over the inefficiency of rail transport? Or the necessity for the imposition of oppressive taxation to retard the progress of road transport services and provide de-rating and other indirect subsidies for railways, benefits in which road transport undertakings are unable to participate, although they provide the revenue for them.

All these decadent influences are piled upon the path of progress when the industries of the Country are crying aloud for cheaper and more efficient transport. Is it not obvious that the present system of railway operation, however efficient the organisation may be, is totally unsuitable on this little island and that this is the cause of the chaotic state of Inland Transport in this Country at the present time?

With every increase of taxation, the Road Transport Industry has had to increase its efficiency to meet the extra impositions, by higher speeds and greater carrying capacity per vehicle. To assist the manufacturing side of the Industry, the Ministry of Transport make amendments of the Motor Car Acts to make increased speeds and greater carrying capacity legal. On the other hand, they propose to organize an army of special road patrols equipped with new laws and regulations which these patrols will misconstrue, to incite the persecution of the operating side of the Industry and thereby endeavour to justify their own existence. The fact that Road Transport operators have saved the Country in more than one national emergency and proved themselves to be most loyal subjects, will have no influence towards the mitigation of the penalties imposed to provide an incidental source of revenue.

Another reason for the decline of railway traffic is that no organisation depending on profits for its existence, can afford to be discourteous and indifferent to the reasonable demands of its customers at any time, as the railway companies have been. They have attempted to restrict the progress of road transport by closing their goods yards and docks properties against their customers except for a very limited time each day. By the curtailment of hours available for unloading, they made revenue by charging demurrage accrued on their obsolete rolling stock and instead of giving facilities for traffic to flow into and out of their goods yards freely, it has been clogged and restricted at both ends. The result is that traffic that would still be sent by rail for the main journey to destination, has been diverted entirely to the roads. This unwise method of conducting their business grew upon railway managers and officials when they had more business than their immobile system could deal with. It may not be known generally that the railway systems could not deal efficiently with all the transport requirements of the Country even at the present time, because the more necessary it is to speed up under the present railway methods, the more impossible of accomplishment it becomes.

We hear of a Board of Railway Directors recently voting the expenditure of £250,000 on the installation of an automatic signalling system for the safe operation of trains. Without reference to statistics, I hazard the estimate that this sum expended on railcars operated on the continuous mobile system I propose, would enable this Company to deal with a much greater volume of traffic per day than they are handling at the present time. By the wholesale transfer of men from redundant positions to be operators on the railcars, greater efficiency with a considerable reduction in operating costs would be attained. Instead of closing up branch lines, the railway companies would soon be opening up new ones to bring themselves more into touch with their customers' requirements, especially relating to agricultural districts.

The efficient operation of our railways on the lines I propose, would, I am sure, lead to the reduction of both freight rates and passenger fares. The necessity to maintain the balance between road and rail (to keep traffic on the railways) by further increasing the motor vehicle taxation, would not arise. A remission of the present taxation would enable road transport users and contractors to operate lighter vehicles on more local transport, very possibly to feed the railway systems. If the railway companies decided to do all the collecting and delivering themselves, it would absorb some of the labour employed in road transport at present, if not the capital provided by private undertakings. Under the existing methods of railway operation and the continual increases of motor taxation that will be required to meet the cost of the bureaucratic control of road transport, I fail to see how capital employed in either railway or road transport undertakings can possibly earn a satisfactory return.

The capital required to make the proposed changes would easily be obtained from the sale of the unsuitable rolling stock and locomotives to countries where there is room to operate trains. In the interests of Railway Stock holders, the incorporation of British Railways (Overseas), Ltd., to provide transport facilities in one or more of the Dominions, with the redundant railway operators and material made available, is a suggestion worthy of very earnest consideration.

## A New Sentinel Instruction Booklet.

We have received from the "Sentinel" Waggon Works, Limited, of Shrewsbury, a copy of their illustrated pocket book containing over 80 pages of information which we feel will be most helpful to drivers of "Sentinel" D.G. Waggons—4, 6 and 8 wheeled—and also to those who are responsible for their upkeep. The first section of the book contains a number of hints to drivers which will assist them in the care of their waggons, and enable them to get the best results from them. The second section is devoted to the maintenance of "Sentinel" D.G. Waggons, and will be of great value not only to the driver who has to undertake his own running repairs, but also to the mechanic who is in charge of a fleet. In addition to these two main sections, the book contains a list of names of coals which are considered suitable for use in "Sentinels." There is also a list giving the names and addresses of over 300 Coal Merchants in all parts of the country, who stock coals of a suitable quality. The price of the pocket book, which has just been published and is bound in a stout cloth cover, is 2s. 6d. post free, and copies may be obtained from the Publicity Department, "Sentinel" Waggon Works, Ltd., Shrewsbury.

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# The Institute of Transport.

## Annual Dinner.

THE eleventh dinner of the Institute of Transport was held at the Connaught Rooms, London, on March 5th last.

**THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.**, the President of the Institute, was in the Chair, and amongst those present were:—

**The Rt. Hon. Lord Ponsonby of Shulbrede (Parliamentary Secretary to the Ministry of Transport); The Rt. Hon. Sir Arthur S. T. Griffith-Boscawen (Chairman of the Royal Commission on Transport); His Excellency Signor Antonio Chiaramonte-Bordonaro, G.B.E. (The Italian Ambassador); Sir Josiah C. Stamp, G.B.E. (Immediate Past-President, Institute of Transport); The Rt. Hon. Lord Ashfield of Southwell (Past-President, Institute of Transport); The Rt. Hon. the Earl Howe, C.B.E., V.D., Sir Ernest V. Hiley, K.B.E.; Sir Matthew G. Wallace, Bart.; Col. Sir Joseph Nall, D.S.O., T.D., D.L. (Past-President, Institute of Transport); Mr. Frank Pick; Mr. C. C. Paterson, O.B.E. (President, Institution of Electrical Engineers); Major Isidore Salmon, C.B.E., M.P.; Mr. Roger T. Smith (Past-President, Institute of Transport) and Mrs. Roger T. Smith; Sir Robert Donald, G.B.E.; Mr. R. J. Howley, C.B.E. (Vice-President, Institute of Transport); Sir George W. Humphreys, K.B.E. (President, Institution of Civil Engineers); Mr. G. Cole Deacon (Secretary, Railway Companies Association); Sir Herbert Austin, K.B.E. (President, Institution of Automobile Engineers); Lt.-Col. E. Kitson Clark, T.D. (President, Institution of Mechanical Engineers); Mr. E. H. Blake (President, Society of Motor Manufacturers and Traders); Mr. R. Fane de Salis (President, Canal Association); Sir Alfred Read, J.P.; Sir Cyril Hurcomb, K.B.E., C.B.; Sir F. Austen Hadow, C.V.O.; Major-Gen. S. S. Long, C.B.; Mr. W. H. Gaunt, O.B.E. and Mrs. W. H. Gaunt, J.P.; Lt.-Col. F. C. Shelmerdine, O.B.E.; Mr. F. Handley Page, C.B.E. (Chairman, Society of British Aircraft Constructors); Mr. F. G. Royal-Dawson; Lt.-Col. A. Hacking, D.S.O., M.C.; Mr. A. W. Arthurton; Mr. A. L. Barber (Vice-President, Institute of Transport); Major E. G. E. Beaumont, O.B.E.; Mr. F. Churchill; Mr. H. M. Cleminson (General Manager, Chamber of Shipping of the United Kingdom); Mr. J. L. Clewes; Mr. Ashton Davies, O.B.E.; Mr. E. Ford, O.B.E.; Mr. W. F. French; Mr. A. Winter Gray (Secretary, Institute of Transport); Mr. S. S. Guy; Mr. R. E. Herdman, D.L., J.P. (President, Dock and Harbour Authorities Association); Sir Clement D. M. Hindley, K.C.I.E. and Lady Hindley; Sir Henry P. Maybury, G.B.E., C.B. (Past-President, Institute of Transport); Mr. J. B. Osler, O.B.E.; Lt.-Col. J. A. A. Pickard, D.S.O.; Mr. O. C. Power and Sir George W. Truscott, Bart.**

The Royal toasts of His Majesty The King, Patron of The Institute of Transport, Her Majesty The Queen, H.R.H. The Prince of Wales, Honorary President of the Institute of Transport, and the other members of the Royal Family, were submitted from the Chair and enthusiastically and loyally honoured.

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.,
PRESIDENT,
INSTITUTE OF TRANSPORT.

**THE RT. HON. SIR ARTHUR S. T. GRIFFITH-BOSCAWEN** (Chairman of the Royal Commission on Transport) proposed the toast of "The Institute of Transport."

He said he was very glad to have the honour of proposing the toast and he thanked the company for their very kind reception which was the more gratifying as he knew that as Chairman of the recent Royal Commission on Transport he must have trodden upon the corns of a good many. (Laughter.) But after all he was only one of twelve unanimous culprits. Personally, he thought of his late colleagues not so much as culprits but as good companions. (Applause.)

Sir Arthur then referred to the late Sir George Gibb's observation at the inauguration of the Institute that "transport was not merely a key industry but the industry which kept the keys of all the other industries."

Referring to the reports of the recent Royal Commission he said that the Commission's first two reports had been received with a unanimity which was almost monotonous, and nearly all the suggestions had now become law. Their final report had also been very well received generally, but from criticisms he had read it appeared that when they came to deal with railway questions they were all wrong. (Laughter.) His friends, interested in commercial vehicles, were equally complimentary but the idea of putting higher taxation on heavy vehicles was a complete blunder. (Laughter.) Its reception reminded him of economy debates in the House of Commons, where everybody was in favour of economy in general but also of some particular form of extravagance. The explanation of course was that they, like the Institute of Transport, were not concerned with promoting the interests of any one particular form of transport, but had endeavoured to see how they could all best contribute, each in its own way, to the national welfare. He would venture to lay down certain general principles. First, however much they owed to the railways, which so far as he could see must remain for many years to come the principal form of transport, the nation could not artificially bolster them or any other form of transport up to the detriment of newer forms of transport. If we had adopted that plan when railways were first invented we should still be riding in stage coaches and sending all our goods by pack horse or canal. The motor bus, the motor coach and the motor lorry had come to stay, and were contributing to the national welfare.

The next principle was that the nation should hold the balance fairly between the various forms of transport. Here, the railways had had a legitimate grievance; they had been denied access to the roads for some years, and they had had imposed on them strict but perfectly proper labour conditions which had not been imposed on their road competitors. If the Commissioners' recommendations were carried out this grievance would disappear; it had already done so as regards omnibuses and he hoped it would as regards commercial vehicles too.

The third principle was that we could not afford reckless and wasteful competition. Such competition existed at one time between various railway companies, but was now confined to a comparatively few competitive points; he urged the companies to do away with it here by pooling their traffic. We had seen it on the roads too, rival buses competing with each other and with tramways and rail services. He hoped that the new system of licensing omnibuses and the establishment of the Area Commissioners would put an end to this. The aim should be monopoly controlled in the interest of the public.

He entirely supported the Minister of Transport's plan (and he desired to pay a tribute to the energy and ability of the present Minister) for uniting under a public trust the passenger services in London, but he hoped it would be possible to include the suburban services of the main line railways in the scheme.

With regard to heavy goods traffic on roads and the suggested increase of taxation on the heavier lorries, the question to be decided was this—was it to the national interest to spend enormous sums of money in constructing new roads and maintaining existing roads in order to divert to the roads from the railways and canals (which in some cases could still play a useful part) traffic which could perfectly well be carried by them? Personally, he thought not.

This led to his last principle, that so far as possible all the available transport agencies should be co-ordinated in the national interest. He confessed that he did not see any positive method whereby this could be accomplished at the moment. Some people, including three of his colleagues, thought that just as the London passenger services were to be united under a trust, so all transport agencies throughout the Kingdom might be so united. Their President, Sir Arthur Stanley, had hinted at such a possibility in his inaugural address last autumn. He himself thought that the time might come for such a change, but he was sure that the nation was not ripe for it at present. For the time being we must rely on what Sir Josiah Stamp called "the natural selection of traffic facilities" aided by the establishment of an Advisory Council to the Ministry of Transport, which the Commission had recommended and which he hoped would be set up.

Referring to the recent death of Earl Russell, Sir Arthur said he was a man of great calm and ability who was signally successful in handling the Road Traffic Bill when it was passing through the House of Lords.

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He concluded by paying a warm tribute to the work of the Institute which pooled its knowledge and co-ordinated its activities, and to the great services of the President in particular. He said that he had known Sir Arthur Stanley for many years; they had fought together in the House of Commons, and at the end of the war they collaborated together in endeavouring to find hospital facilities for discharged and disabled men. (Loud applause.)

**THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.,** the President of the Institute, responding, thanked Sir Arthur Griffith-Boscawen very sincerley for the generous tribute he had paid to him and the organisation he happened to belong to for the little they were able to do at the end of the War, when our men deserved so much. He would only say that it would have been impossible to have done what was done had it not been for the splendid help and loyal co-operation received from Sir Arthur Griffith-Boscawen. (Applause.)

The members of the Institute of Transport were very proud to have with them the Chairman of the Royal Commission on Transport. He thought it was the first instance on record that a Royal Commission had had some of its recommendations actually carried out whilst the Commission itself was still sitting. He believed that the Reports of the Commission held the record as best sellers, but he would remind Sir Arthur Griffith-Boscawen that the best sellers were generally works of fiction. (Loud laughter.)

The Institute represented every kind of transport, in the air, on the land, on the sea and under the sea, and he believed even that the members of the Institute sometimes indulged in flights of imagination. (Laughter.)

He liked the Reports of the Royal Commission on Transport and a lot they contained made very interesting reading. It was particularly kind of Sir Arthur Griffith-Boscawen, to have quoted a few sentences out of that monumental document which had the dignified name of his (Sir Arthur Stanley's) Presidential address to the Institute of Transport, and probably the part quoted was that part with which he himself was less in agreement. (Loud laughter.)

He totally disagreed with everybody who complained about the congestion of our roads. Personally, he believed that the roads were ample for the traffic they had to carry. He could not go into the whole argument that evening, but when they had a number of people converging upon a certain spot at a certain time, they were bound to have congestion. If they all wanted to go into the City to make money at eleven o'clock in the morning there would be congestion and probably those who got lost would be the best off. (Laughter.)

All the members of the Institute were interested in some form of transport. Many had witnessed the wonderful transformation in the means and form of transport in recent years and he did not see why the members should not pride themselves on what they had been able to accomplish. If the next generation could do half as well as transport men had done in the last thirty years they would have every reason to be proud with themselves, as members of the Institute were proud of themselves. (Applause.)

**SIR JOSIAH STAMP, G.B.E.,** Immediate Past-President of the Institute, proposed the toast of "Our Guests" and said that the Institute of Transport had always been singularly fortunate in its guests, and had always had very distinguished and representative gentlemen at their annual dinner.

The Royal Commission on Transport had had the good fortune of seeing many of its recommendations actually become the law of the land, while the Commission was still sitting. He agreed with much that the Commissioners had said in their Reports—*but.* (Loud laughter.)

We should be exceedingly careful how and to what extent we pit the public purse against private capital.

The railways were always being invited to say whether they were well managed or not, and railway management was brought under the microscope when the railways went to the Rates Tribunal one was asked the question whether the management was all right, and they had annual shareholders meetings and even there, sometimes, there were management questions to be answered. (Laughter.)

**HIS EXCELLENCY SIGNOR ANTONIO CHIARAMONTE-BORDONARO, G.B.E.** (The Italian Ambassador) made the first response. He said he was already aware that a large party of members of the Institute of Transport was to make a tour of inspection of Italian transport undertakings and centres about the end of May, and he was glad to hear how the initiative of the Institute, very much welcomed in Italy, was taking the most promising proportions and that about 200 members might be expected to join the party.

He understood that the members of the Institute would specially be interested in railway transport undertakings in Italy, and that the managing body of the Italian State Railways would be in charge of the guests. Italian railways had made amazing progress in the last seven or eight years, and he believed that in no continental country were trains nowadays more punctual than in Italy.

Besides transport by train, the members of the Institute would be shown the motor roads—autostrade—almost unique in Europe, the new great aerodromes, the works in the sea ports, the increasing importance of Italian merchant ships and of Italian liners for transport passengers.

He wished before sitting down, to take the opportunity to say a word of public admiration and gratefulness for the great success the Secretary of State for Foreign Affairs and the First Lord of the Admiralty had obtained the week before in their quick journey to Rome and Paris. Mr. Arthur Henderson and Mr. Albert Alexander had rendered a great service indeed to European Peace and to the cause of Disarmament. (Loud Applause.) In making out of what was partly a naval disagreement such a successful Five Powers' Agreement, they have deserved the gratitude of the world. He was glad to congratulate them and to thank them on behalf of his Country. (Applause.)

**THE RT. HON. LORD PONSONBY OF SHULBREDE** (Parliamentary Secretary to the Ministry of Transport) made the second response to the Toast. He said: "One word with regard to my predecessor in the post which I hold. Earl Russell's sudden and unexpected death has been a great blow to many of us. He was a pioneer in motoring and always took the keenest interest in all matters concerning transport. His management of the Road Traffic Bill in the House of Lords, which was both tactful and skilful, drew the admiration of all who heard him in these debates. The Government have lost a Minister of great ability and many of us have lost a very congenial and companionable friend."

He thought he might say that they in the Ministry of Transport thought that the Ministry was one of the most important and most popular Ministries of to-day. Talk about abolishing the Ministry of Transport, he believed that in a few years time there would be a Secretary of State for Transport.

Continuing, Lord Ponsonby said that it was hardly necessary to emphasise in such a gathering the immense importance of transportation to our economic well-being; the number of persons engaged in transport services of some kind would total, together with ancillaries, about one million and a half, and would represent some ten per cent. of the employed population. On the efficiency of that service depended not only their own livelihood but in a very direct way the livelihood of the remainder of the population. The Institute of Transport was representative of the persons who held many of the key positions in the economic structure and he was sure that the members would appreciate the very valuable work that the Royal Commission on Transport had rendered in placing before them unanimous findings on many of the problems that confronted the members of the Institute in their daily work.

The Government had attempted to show its appreciation of the work of the Commission by adopting substantially all the recommendations contained in the first two reports, and embodying those recommendations in the Road Traffic Act.

The Third Report applied not only to road users but to all transport undertakings. With regard to railways, much had appeared in the Press of the criticisms passed thereon, and while the railway companies had stoutly defended themselves, he thought that to concentrate on the criticism was to get the report rather in a false perspective. It was clear that the Commissioners fully appreciated the importance of the railway system and that on the whole their observations reflected very favourably on the past and present activities of the railway managements. He hoped that would satisfy Sir Josiah Stamp. (Laughter.)

While there was a recommendation for the improvement of existing highways, rather than the construction of new ones, the Report favoured the construction of bye-passes around the towns with the double object of relieving congestion and preserving from demolition some of the streets of our older towns, which radiated the history of the nation. Specially constructed "motorways" were he thought rightly condemned.

Perhaps he might digress for a moment to refer to a report that appeared recently, that the Ministry of Transport had a tendency to demand extravagantly expensive construction and re-construction of roads. He should like flatly to contradict that suggestion, and to state, that it was the definite policy of the Ministry to ensure that road works should be carried out as economically as possible, with due regard to the needs of the traffic and where possible to the use of British materials.

The finding of the Commissioners that tramcars were obsolescent had aroused hot discussion; but while tramcars still carry hundreds of millions of passengers each year it could not be denied that there was a tendency for tramways,

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whether municipally or privately owned, to be superseded by trackless trolleys or omnibuses.

In dealing with the comprehensive co-ordination of transport, the Commission frankly admitted their difficulties; and although on the subject of co-ordination of all forms of transport they made only one recommendation for immediate application, viz., the appointment of an Advisory Council, their recorded views and opinions were of the greatest interest and in this connection he thought he should specially mention the courageous attempt of three of the Commissioners in an additional note to visualise the traffic requirements of 20 or 30 years hence.

The main report indicated four directions in which co-ordination might take place—nationalisation, rationalisation, a combination of these forms, and a national Trust. It would be fruitless for him to forecast the trend of events, but co-ordination in some shape seemed bound to evolve and to produce a closer unity than at present existed. Those who were interested in transport would closely follow its progress to that end, and as the members of the Institute were among those who would influence its progress it was their duty carefully to study their policies in relation to the needs of transport and of the nation as a whole.

The Commissioners had discussed and indicated the broad lines of policy; the Government by the Road Traffic Act had done something to consolidate the basis of a transport policy, and while the Minister and his officials had very carefully examined the recommendations in the Third Report, it was still too early to indicate what official action might usefully be taken with regard to them.

The next step lay with the general body of transport undertakers. Organised in such an Institute, which was peculiarly well qualified to bring together the practical experience of different types of undertakers, they should examine the recommendations, see how far they were sound, put into effect those which would be advantageous and proceed in the spirit of public service laid down by the Commissioners; in such a course he could assure them of the hearty co-operation of the Department with which he was connected. (Applause.)

He thanked His Excellency the Italian Ambassador for the way in which he had referred to his two colleagues in the Government, the Foreign Secretary and the First Lord of the Admiralty and he took the opportunity to assure His Excellency of the continued close friendship of this country with Italy. He hoped that the new steps taken would lead to the future peace of Europe. (Applause.)

**SIR HENRY P. MAYBURY, G.B.E., K.C.M.G., C.B.** (Past-President of the Institute), proposed the health of the Chairman.

He said that reference had been made to the great work which Sir Arthur Stanley had done during the War. Those services were immense and prodigious, and when the complete history of the Great War came to be written the name of their Chairman would take a very high place. (Loud applause.)

The members of the Institute of Transport had been extremely fortunate in having Sir Arthur as their President. (Applause.) He had the great qualities of leadership, great commonsense and great fairness, was a gentleman who had been associated with transport from the very beginning of things, and was the head of that great National institution the R.A.C. As long as Sir Arthur Stanley lived he would be a source of inspiration and guidance to the members of the Institute of Transport. (Loud applause.)

The toast was received with great enthusiasm, the company singing "For he's a jolly good fellow."

**SIR ARTHUR STANLEY,** acknowledging the toast, said he was being accorded thanks he did not deserve. The thanks were deserved by the very excellent Secretary of the Institute, Mr. Winter Gray. (Loud applause.) He did not ask the company to sing to Mr. Winter Gray—he had heard them sing once. (Loud laughter.) In the name of all present he would pass the thanks on to Mr. Winter Gray and to his small but very excellent staff. (Applause.)

## Institute of Transport.

The following gentlemen were recently elected to membership of the Institute of Transport:—

Members.

| | |
|---|---|
| Bretnall, Frederick William | Solicitor, New South Wales Government Railways. |
| Cherry, John Arnold ..... | Chairman of the Commissioners, Port of Rangoon. |
| Griffith, George Herbert, C.B.E. | General Manager, Pullman Car Co., Ltd. |
| Hattersley, Harold Woollard | Managing Director, Karrier Motors, Ltd. (Huddersfield). |
| Ranken, Robert Limond ..... | Chief Civil Engineer, New South Wales Government Railways. |

Associate Members.

| | |
|---|---|
| Bayliss, Ernest William ..... | Secretary and Commercial Manager, Severn and Canal Carrying Co., Ltd. |
| Godsmark, Harry Citford ..... | Deputy General Manager, Nottingham Corporation Passenger Transport Department. |
| Lee, Richard William ..... | Omnibus Traffic Superintendent, Newcastle-upon-Tyne Transport and Electricity Undertaking. |
| Trutch, Charles Joseph Hyde | Sir W. G. Armstrong Whitworth (Engineers), Ltd. (London). |

## Commercial Motor Users and Limitation of Drivers' Hours.

The annual meeting of the North Eastern Division of the Commercial Motor Users' Association was held at Leeds, last month.

The annual report, stated that on the whole the amendments to the motor law made by the Road Traffic Act were good, but there were a few objectionable features, the chief of which was Section 19, which limited the hours of duty of vehicle drivers. As the clause now stood, it was practically impossible for many vehicle users to carry on their businesses, and they hoped that the Minister of Transport would make certain concessions for which the Association had asked.

Mr. J. France, who presided, said that motor users already contributed very largely to the taxation of the country, and could not pay more.

Mr. F. G. Bristow, the General Secretary of the Commercial Motor Users' Association, referring to Section 19 of the Road Traffic Act, said that in many instances drivers had to spend long hours at docks, the seaside, or in the country, resting and often sleeping in the vehicle. Some thirty or forty organisations were at present conferring with the trade unions to secure agreement regarding an alteration of the hours laid down in the Act. They were within measurable distance of reaching agreement which would probably secure an improvement of this section.

Mr. C. le M. Gosselin, the president of the Association, dealt with the Report of the Royal Commission on Transport. He agreed with the Commissioners that it was not a good thing for the railways to be rushing with such feverish haste into road transport. It would be better if they spent the money on improving their own system of transport. The proposal to provide out of the Road Fund for the improvement of a thousand bridges a year was a drastic one. The proposal to further tax the heavier transport vehicle was an undisguised attempt to protect the interests of the railways, much of whose capital was dead.

We were fighting tooth and nail to maintain our position as an industrial nation. The contribution the transport industry could make was to keep their costs as low as possible.

## Thomas Tilling, Limited.

The accounts of Thomas Tilling, Ltd., Road Transport Contractors, for the year ending December 31st, 1930, show a profit for the year, after providing for Debenture Stock and other interest of £272,788. The dividend on the ordinary shares is maintained at 20 per cent., and in addition a bonus of 5 per cent. is to be paid. The general reserve fund receives £100,000. The carry forward is £95,294. As the special reserve fund is no longer required for the purpose for which it was created, it has been merged with the general reserve fund, and after the appropriation already referred to, this fund will amount to £606,396. The directors propose to capitalise £263,675 of this fund and to distribute it in the form of bonus shares amongst the holders of ordinary shares in the proportion of one new share to every two ordinary shares held. In order to make provision for the Bonus Issue and to allow for future possible developments, the capital of the company is to be increased to £1,750,000.

The Report states that on February 25th, last, Mr. R. M. Tilling resigned his position on the Board. Mr. Alfred R. Wagg, Chairman of Messrs. Helbert, Wagg & Company, Limited, has been appointed a Director of the Company.

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# Public Service Vehicles.

## Conditions of Fitness. Licences and Certificates.

THE Public Service Vehicles (Conditions of Fitness) Regulations, 1931, have now been promulgated by the Minister of Transport and as the title implies, are concerned exclusively with coaches and buses.

The Motor Vehicles (Construction and Use) Regulations, 1931, which apply to all types of road vehicles except where stated otherwise, and which came into force on January 15th last were dealt with fully in the February issue of *The World's Carriers*. Buses and coaches must also comply with the regulations governing heavy motor cars except in specially defined cases.

Existing public service vehicles are not greatly affected by the Public Service Vehicles (Conditions of Fitness) Regulations but the following do affect them.

### AFFECTING EXISTING VEHICLES. CAME INTO FORCE ON FEBRUARY 10th, 1931.

**LADEN WEIGHT.** The total laden weight of a four-wheeled double-decked vehicle shall not exceed 10 tons or 9 tons in the case of a single-decker and the laden weight of any one axle of a four-wheeler shall not exceed two-thirds of the total weights transmitted by all the wheels. In the case of a vehicle with more than four wheels the laden weights shall not exceed 12 tons, or 4½ tons on any one axle. In calculating the total laden weight a full supply of water, oil and fuel must be included.

**STABILITY.** In the case of a single-decker fully laden and a full complement of passengers on the upper deck only in the case of a double-decker it must be possible to tilt the vehicle to either side to an angle of 28 degrees without the point at which overturning occurs being passed. In the case of a vehicle registered on or before July 1st, 1931, an angle of 27 degrees is substituted for 28 degrees.

**BRAKES.** All brakes required by any regulation to be fitted shall act directly on the wheels of the vehicle and not through the transmission gear. This regulation, however, does not apply to vehicles registered on or before January 1st, 1933.

**STEERING.** In addition to the existing regulations regarding the steering mechanism it is now laid down that dust excluding covers which would prevent ready inspection shall not be fitted to any joint or connection of the steering mechanism. All bolts and pin connections must be made so that when they are in any position other than horizontal the head of the bolt or pin shall be uppermost.

**EXHAUST PIPE.** The exhaust pipe outlet must be placed on the offside and far enough to the rear to prevent, so far as practicable, fumes from entering the vehicle.

**ENTRANCES AND EXITS.** In the case of a single-decker or in the case of the lower deck of a double-decker there shall be not less than two means of entrance and exit situated on different sides of the vehicle, the front or back being regarded as a side. One of these entrances and exits may be restricted to use in case of emergency. In the case of a stage carriage any means of entrance and exit in ordinary use shall always be on the near side, and any means of entrance and exit on the offside shall only be used in case of emergency. Provided that in the case of a vehicle having a doorless opening connecting the lower deck with a rear platform, it shall be sufficient compliance with this regulation if there is access to such platform from both the near and rear side.

No flap-seat or other seat shall be fitted in such a way that when in use it may obstruct access to any entrance or exit.

In the case of a double-decker with a permanent top with an enclosed stairway some alternative means of exit from the upper deck must be provided, such exit not being on the same side as the normal exit. Where the normal means of exit from the upper deck coincides with the means of exit from the lower deck the clear width of the joint exit shall not be less than 36 inches. All exit doors shall be capable of being opened by one operation of the locking mechanism.

Every entrance or exit must be not less than 21 inches in width and if fitted with a door shall be so arranged that when the door is open there shall be a clear space of no less dimensions. In the case of an emergency exit, however, it will be sufficient if the width of the doorway is 21 inches and there is a clear space leading to it of no less dimensions than those of a gangway. If access is provided to the rear platform from the back of the vehicle the clear space available must not be less than 18 inches. In the case of a double-decker the emergency exit shall be not less than 5 ft. by 18 in.

Vehicles registered on or before January 1st, 1932, provided that there is one entrance and exit on the near side and in rear of the rear wheels, and the width of the clear opening is not less than 18 inches will be deemed to comply with the regulations.

**GANGWAYS.** There shall be unobstructed accessibility to every seat from some entrance; and in the case of a stage carriage fitted with a permanent top there shall also be unobstructed internal accessibility to every seat.

The width of every gangway shall be not less than 12 inches up to a height of 2 ft. 6 in. from the floor and not less than 14 in. above that.

**LIGHTING.** Adequate artificial lighting must be provided for the illumination of any deck fitted with a permanent top and in the case of an open double-decker at least one lamp must be provided near to the top of the staircase.

**DRIVER'S CAB.** The driver's cab must be designed to give adequate leg and headroom and the controls must be placed so that they can be easily reached and quickly operated. The driver must be afforded adequate protection during inclement weather, and where an entirely enclosed compartment is provided for the driver there must be adequate ventilation without the necessity for opening the front windscreen and light from the internal illumination of the vehicle must be prevented from incommoding the driver.

Where a vehicle is fitted with a front glass windscreen an efficient automatic windscreen wiper must be fitted and the windscreen must be capable of being opened so as to give the driver a clear view ahead.

**GENERAL CONSTRUCTION.** All bodywork must be soundly constructed of suitable and well finished materials and in good and serviceable condition.

MUST BE EQUIPPED WITH PNEUMATIC TYRES.

Every vehicle registered for the first time under the Roads Act, 1920, on or after February 10th, 1931, shall be equipped with pneumatic tyres.

### THE FOLLOWING REGULATIONS WILL NOT APPLY TO VEHICLES REGISTERED UNDER THE ROADS ACT, 1920, ON OR BEFORE JANUARY 1st, 1932.

**OVERALL LENGTH.** The overall length of a four-wheeled double-decker shall not exceed 26 feet.

**HEIGHT.** No single-decker shall exceed 10 ft. 6 in. in height and no double-decker 15 ft. in height. The height from the ground to the highest point of the roof of the lower deck of a double-decked vehicle shall not exceed 9 ft. 3 in.

**SIDE OVERHANG.** In the case of a stage carriage no part of the vehicle shall project laterally more than 6 in. beyond the outer face of the outer tyre on the rear wheel on the same side of the vehicle.

**SPRINGS.** Transverse springs if fitted at the rear of the vehicle shall be fitted only as supplemental to longitudinal springs, and in any case where transverse springs are fitted the system of springing shall be so designed that there is no excessive body sway. The rear longitudinal springs shall be attached to or bear upon the rear axle or axle casing as near to the road wheels as reasonably

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possible, and the distance from outside to outside of such springs shall be not less than 50 per cent. of the overall width of the vehicle. In the case of a vehicle which is fitted only with a transverse spring or springs at the front, the distance from outside to outside of the rear springs shall be not less than 53 per cent. of the overall width of the vehicle. Where longitudinal springs are fitted at the front of the vehicle they shall be as wide apart as possible and the distance from outside to outside of such springs shall be not less than 42 per cent. of the overall width in the case of double-decked vehicles and not less than 37 per cent. of the overall width in the case of single-decked vehicles, provided that if the distance between the rear springs from outside to outside is 53 per cent. or more of the overall width of the vehicle the minimum distance between the front springs as provided above may be reduced by 1 inch.

**STEPS, PLATFORMS AND STAIRS.** The lowest step for the ordinary entrance to the vehicle when empty shall not be more than 17 inches or less than 10 inches above the ground. Non-slip treads shall be fitted to every step of every doorway.

Fixed steps shall be not less than 9 inches wide, and in no case shall the steps project laterally beyond the front wings.

In the case of a double-decker the horizontal distance from the riser of the top step to the vertical plane passing through the back of the rearmost seat on that side of the vehicle excluding any grab rail which does not project more than 3 in. from the back of the seat shall be not less than 26 in.

**GANGWAYS.** In the case of a single-decked vehicle and the lower deck of a double-decker the head-room shall not be less than 5 ft. 3 in. if the seating capacity does not exceed 14, and not less than 5 ft. 10 in. if the seating capacity exceeds 14. The height inside the top deck of a double-decker must not be less than 5 ft. 8 in.

**SEATS AND SEATING CAPACITY.** Where seats are placed lengthwise the surface of any portion of the seat, against which the back of the passenger is to rest, shall be at least 54 inches from the surface of the corresponding portion of the seat facing it. Cross or transverse seats shall be so fitted that when facing in the same direction, a clear space of at least 26 inches shall be provided in front of the back of each seat at all points measured along the top of the seat back.

**TURNING CIRCLE.** A vehicle shall be so constructed as to be capable of turning in either direction in a circle not exceeding in diameter 60 feet in the case of a vehicle the overall length of which does not exceed 26 feet, and 66 feet if the overall length exceeds 26 feet.

**CLEARANCE.** A vehicle shall be so constructed that no portion thereof within the limits hereinafter specified, shall be nearer to the ground than 10 inches. The limits shall extend in length from the foremost part of the vehicle (excluding the starting handle and the body work) for the distance of, in the case of a four-wheeler, 14 ft. 6 in., in the case of a six-wheeler, 13 feet, or in the case of a vehicle the foremost driving axle of which is less than 14 ft. 6 in., or 13 ft., as the case may be, in rear of the foremost part of the vehicle up to, but not including the driving axle, and shall extend in width for a distance on either side of the centre line of the vehicle of not less than one-third of the distance between the centre lines of the tracks of the front wheels.

### THE FOLLOWING REGULATIONS WILL COME INTO FORCE ON JANUARY 1st, 1932.

**GUARD RAILS.** If the wheels on either side of a vehicle have a clear space of more than 2 feet between the nearest points, a guard rail running board or similar device must be fixed to guard such space effectively to within at least 9 inches of the ground.

**FUEL TANKS, ETC.** All fuel tanks shall be suitably encased or screened and shall not be placed under any part of any gangway which is within 2 feet of any entrance or exit of a single-decker or of the lower deck of a double-decker. All carburetters and apparatus associated therewith shall be so placed that no fuel leaking therefrom shall fall upon any part or fitting which is capable of igniting it or into any receptacle where it might accumulate.

**TRANSMISSION SHAFTS.** Open transmission shafts must be protected so as to reduce the risk of damage to other parts of the vehicle in the event of the shaft breaking.

**STEPS, PLATFORMS AND STAIRS.** In the case of a double-decker the outer stringer of an outside staircase shall be so constructed or a band placed as to act as a screen to persons ascending or descending, and the height of the outer guard rail shall be at least 3 ft. 3 in. above the front of the tread of each step.

**VENTILATION.** There shall be adequate ventilation without the necessity for opening the main windows.

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# Licences and Certificates.

The Public Service Vehicles (Licences and Certificates) Provisional Regulations, 1931, became operative on February 9th last, and should be read in conjunction with the Public Service Vehicles (Transitory Provisions) Order, 1931, particulars of which were published in the February issue of *The World's Carriers* and tells operators how to obtain licences.

In the particulars appended, "licence" means a public service vehicle licence or a road service licence; "Certificate" means a certificate of fitness or a certificate of conformity to an approved type vehicle.

No licence, backing or certificate shall be issued until the appropriate fee is paid.

If the holder of a licence or a backing changes his address during its currency, he must notify such change to the Traffic Commissioners by whom it was granted within seven days, and must at the same time send the licence or backing to the office of such Commissioners for endorsement. The holder must produce the licence, backing or certificate for examination at his principal place of business when required so to do by any police constable, public service vehicle examiner or by any person authorised by the Traffic Commissioners. If a licence, backing or a certificate is lost, destroyed or defaced the holder must forthwith notify the Commissioners who shall on payment of 2s. 6d. issue a duplicate. Where it has been defaced the duplicate shall be issued only after the surrender of the original.

If a licence ceases to have effect or in the event of the suspension or revocation of a licence, a backing or a certificate, the holder must within five days of being notified, send it to the Commissioners for retention during suspension or cancellation as the case may be and the Commissioners shall return it to the holder on the removal of a suspension.

Notice of the death of a holder of a licence or backing shall forthwith be sent to the Commissioners, but if application for a new licence or backing is made within fourteen days of the death the legal personal representative of such person shall be deemed to be the holder for such period as shall be necessary to enable the application to be dealt with.

All appeals to the Minister of Transport against the grant, refusal, suspension or revocation of a licence, backing or certificate or against any condition or variation must be made in writing within one month of the date of the decision appealed against and shall state the grounds on which the appeal is made. A copy of every such appeal shall be sent at the same time to the Traffic Commissioners concerned and to the applicant and, in the case of an appeal by an applicant, to any person who lodged an objection.

Every application to the Commissioners for a vehicle to be inspected by a certifying officer, with a view to the removal of the suspension of a public service vehicle licence which a public service vehicle examiner refuses to remove, shall be made in writing and must state the grounds on which the application is made.

### PUBLIC SERVICE VEHICLE LICENCES.

In the following, unless the context otherwise requires, "licence" means a public service vehicle licence.

Every application for a licence shall be made to the Traffic Commissioners on a form to be obtained from them on demand.

The fee for a licence is £3 in respect of each vehicle.

The holder of every licence for which application was made before the vehicle has been registered under the Roads Act, 1920, shall, upon the vehicle being so

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registered, notify the Commissioners of the identification mark and send them the licence to be endorsed accordingly. On the first issue of a licence the Traffic Commissioners will issue to the applicant a plate which will remain the property of the Minister of Transport and the plate must be fixed in a conspicuous position outside on the back of the vehicle at a height not exceeding 4 feet from the ground to the top of the plate and as close to the near side as possible. The plate must be kept from obstruction and on the revocation, suspension or expiry of the licence it must be returned forthwith to the Commissioners. On the removal of a suspension the Commissioners will return the plate to the holder of the licence. If a plate is lost or defaced a fresh one will be issued. If the holder of a licence ceases to be the owner of the vehicle he must return the licence to the Commissioners for cancellation.

### CERTIFICATES OF FITNESS.

Application for a Certificate of Fitness must be made to the Commissioners for the Traffic Area in which the vehicle is available for inspection on a form to be obtained from them on demand. The fee for a certificate is £3. No certificate of fitness shall become invalid by reason of changes in ownership of the vehicle during the currency of the certificate.

### APPROVAL AS A TYPE VEHICLE.

The question of obtaining the approval of a vehicle as a type vehicle is one chiefly for chassis manufacturers and coachbuilders.

Every application for approval as a type vehicle must be made in writing to the Minister of Transport accompanied by two sets of working drawings or blue prints and such detailed specifications and calculations as the Minister may require, and every facility must be given to the Minister for the inspection and testing of the vehicle.

The fee for the approval of a vehicle as a type vehicle will be £25.

Where an application for approval as a type vehicle is for a vehicle which conforms substantially with one already approved as a type vehicle, the application may be made by way of reference to such type and the fee in this case will be £10.

### CERTIFICATES OF CONFORMITY TO A TYPE VEHICLE.

An application for a certificate that a vehicle conforms in design, construction and equipment with a vehicle which has been approved by the Minister of Transport as a type vehicle, may be made to the Commissioners for the Traffic Area in which the vehicle is available for inspection on a form to be obtained from them on demand. The application must be accompanied by a declaration that a vehicle does so conform which must be made by the manufacturer of the vehicle or by any person authorised by him. Where the chassis and body have been manufactured and built by different persons, both must make the declaration.

The fee for a certificate of conformity to a type vehicle will be £1 in respect of each vehicle certified.

The holder of a certificate of conformity to type for which application was made before the vehicle has been registered under the Roads Act, 1920, must, upon the vehicle being registered, notify the Commissioners from whom the certificate was received of the identification mark allotted to the vehicle and send the certificate to them to be endorsed accordingly.

### ROAD SERVICE LICENCES.

An application for a Road Service Licence or a Backing must be made to the Traffic Commissioners on a form to be obtained from them on demand, and an application must be sent to them to reach them not less than eight weeks before the date on which it is desired that the licence or backing shall take effect. The Commissioners may, however, deal with any application although it was not received by them within the time prescribed.

Every application must be accompanied by a notice for insertion in the statement to be issued by the Commissioners. The notice must state the name and address of the applicant, whether the service is to be one of express carriages or of stage carriages, the terminal points of the service, the route within the traffic area sufficient to identify the roads to be traversed, and the period or periods of the year during which the service is to be operated, and, by reference where possible to published time-tables, the frequency of the service in general terms, and in the case of all services of express carriages and of all services in the City of London and the Metropolitan Police District requiring a road service licence the notice shall also state the points at which passengers are to be taken up or set down.

In the case of excursions and tours at an inclusive return fare only, the above provisions shall not apply and the notice must state in respect of each group of such excursions and tours originating from one point, the name and address of the applicant, the point from which the group of excursions or tours will originate, a description of the route of each excursion or tour sufficient to identify the roads to be traversed, a general description of the whole route where the excursion or tour passes through more than one traffic area, the period or periods of the year during which each excursion or tour is to be operated, the maximum number of vehicles to be employed on the group of excursions or tours on any one day, and whether it is proposed to run other excursions or tours on special occasions which cannot be specified at the time of application.

It will be a sufficient compliance with the Regulations in the case of applications by the same applicant for road service licences to continue services operated during the past year in accordance with published time-tables for a single notice to be furnished giving the name and address of the applicant, a list of all the services proposed to be continued with a short description of each and showing any modifications of the previously published time-tables.

The Commissioners will issue weekly or fortnightly a statement containing (a) notices of applications; (b) the dates and places of the public sittings and the applications they propose to hear at each sitting and the applications they propose next to consider; and (c) the decisions which have been arrived at on applications and not notified in a previous issue. These statements may be inspected at the offices of the Commissioners and copies will be supplied to any persons requiring them at a price not exceeding one shilling each.

The fee for a Road Service Licence will be £1 and for a Backing 10s.

A road service licence or backing will, unless previously revoked, continue in force up till and including one of the following dates which occurs next before the expiration of one year from the date on which the licence takes effect—the last day of February, the last day of June and the last day of November in each year.

If the Commissioners wish to vary the conditions attached to a licence or a backing they must give notice to the holder, and if the holder desires to object to the proposed variation he must within seven days give notice in writing to the Commissioners of the grounds of his objection. The holder must in any event send the licence or backing to the Commissioners within the seven days. The Commissioners after considering any objection will make any necessary endorsement and return the licence or backing to the holder.

The provisions of the Road Service Licences' Regulations will not, unless the Commissioners require otherwise, apply in the case of an application to run a service for some special purpose on an occasion to be specified in the application or during a restricted period not exceeding one week, provided that in the opinion of the Commissioners the need for such service could not reasonably have been foreseen in time for the Regulations to have been complied with. The fee for such special licence, if granted, will be 5s., and for a backing 2s. 6d.

The names and addresses of the Traffic Commissioners from whom forms of application for all licences can be obtained, were printed in the February issue of *The World's Carriers.*

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## Road Traffic Act, 1930. Part IV.

### Public Service Vehicles (Transitory Provisions.)

ON the 9th February, the Minister of Transport made the Public Service Vehicles (Transitory Provisions) Order, 1931, for the purpose of enabling the change-over from the present licensing system to that provided for under the Road Traffic Act to be effected.*

* Details of this Order were published on page 190, of our February issue.—Editor.

From information which has been received from the Traffic Commissioners, it now appears that the number of vehicles at present operating without licences to ply for hire is greater than could have been anticipated, and that the work involved in their examination prior to the issue of Certificates of Fitness and Public Service Vehicle Licences cannot be completed by the 1st April, the date

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on which it is proposed that the new system of licensing shall come into operation. Somewhat similar conditions also obtain in the case of drivers and conductors who do not now hold licences to act as such.

In these circumstances, the Minister has made a further Order amending the terms of the original Order so as to provide:—

1. That where an owner makes application to the Commissioners for a public service vehicle licence before 31st March, he may, whether that vehicle is now licensed to ply for hire or not, continue to use it as a contract carriage or on an authorised service until his application has been dealt with.
2. That a driver or conductor who makes application to the Commissioners for a licence before 31st March, may continue to act as driver or conductor until his application has been dealt with provided that:—
   (a) he is licensed to act as a driver or conductor by one of the existing licensing authorities on 31st March; or
   (b) if he is not so licensed, he has been regularly employed as a driver or conductor since 1st January, 1931.

The provisions of the original Order dealing with the operation of services are also amended to make provision for such modification of services which are wholly or partly within the Metropolitan Police District as may be necessitated by any Orders or Regulations made by the Minister under the London Traffic Act, 1924.

It will be noted that the amending Order does not in any way minimise the necessity for applications for all licences being made at the earliest possible moment.

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## Public Service Vehicles.

Representations have been made to the Minister of Transport that under the Public Service Vehicles (Licences and Certificates) Provisional Regulations, 1931, difficulties will arise in connection with public service vehicle licences where an operator desires to use a public service vehicle hired for a short period from another operator.

To meet this difficulty the Minister proposes to amend the Regulations so as to provide that the Traffic Commissioners may, on application, if they are satisfied that the person hiring the vehicle is a fit person to hold such a licence, declare that person to be the holder of the public service vehicle licence in respect of the hired vehicle for such period within the currency of the licence as they may determine.

No fee will be charged in respect of such a declaration nor will application have to be made on any particular form.

It should be pointed out that the person to whom the vehicle is let on hire will not be able to use it as a stage carriage or an express carriage except in operating a service which he is authorised to run either under a road service licence held by him or under the provisions of the Public Service Vehicles (Transitory Provisions) Order, 1931.

## Motor Coaches in London.

The Minister of Transport on March 3rd received a deputation from the Motor Hirers' and Coach Services' Association, the Booking Agents' Association of Great Britain, Messrs. Highways, Limited, and Messrs. Coach Travels, Limited, in response to a request from these bodies that they might have an opportunity of making representations to the Minister with regard to his proposals for the control of the operation of motor coaches in Central London.

Messrs. M. Logette, E. Monkman, G. Nowell and C. Dobbs (on behalf of the Motor Hirers' and Coach Services' Association); Mr. C. J. Adams (on behalf of the Booking Agents' Association of Great Britain); Mr. W. Featonby (on behalf of Messrs. Coach Travels, Limited); and Mr. E. W. Morris (on behalf of Messrs. Highways, Limited), expressed their views on the subject of the proposed London Traffic (Public Service Vehicles) Regulations of which notice was given in the "London Gazette" and in the Press on the 19th December, 1930, and Mr. Herbert Morrison in reply stated that the representations made by the deputation would receive his careful consideration.

## In Parliament.

**Aerodromes.**—In the course of a reply to a question put to him in the House of Commons **Mr. Montague** said that there are at present 122 licensed civil aerodromes of all kinds in Great Britain and Northern Ireland. With regard to municipal aerodromes, eight towns—Blackpool, Bristol, Hull, Ipswich, Liverpool, Manchester, Nottingham and Plymouth—have established aerodromes; six towns—Carlisle, Leicester, Portsmouth, Sheffield, Southampton, and Stoke-on-Trent—have purchased sites for aerodromes; 18 towns are negotiating for the purchase of sites and twelve other towns have reserved sites for aerodromes in their town planning schemes.

**Motor Coaches in London. Mr. Marjoribanks** asked the Minister of Transport how many communications he had received from owners of motor coaches and chars-a-banc plying between the provinces and London with regard to his proposed traffic regulations; and whether he would inquire as to the number of persons directly employed by such owners, whether companies, firms or individuals? **Mr. Herbert Morrison** (Minister of Transport) said that representations had been received from 95 operators of motor coaches and chars-a-banc plying between the provinces and London. While he should duly take into account all relevant considerations, he did not at present see any necessity for instituting special inquiries.

**London Traffic.** Asked what progress had been made with the scheme for the general co-ordination of transport and traffic in and around London; and how soon he expected to be able to introduce legislation on the subject? **Mr. Herbert Morrison** said he hoped to introduce the Bill of which he had already given notice at an early date.

**Tramcar Signals.** Asked if he was prepared to consider the inclusion of a rule in the proposed highway code that all tramcars, electric or steam, travelling upon a public highway, should display a stop warning? **Mr. Herbert Morrison** said he did not think that he could appropriately include in the highway code any rule which would purport to affect the construction or equipment of vehicles.

**Driving Licences. Mr. Day** asked the Minister of Transport the approximate number of holders of driving licences issued during the 12 months ended to the last convenient date, and the revenue received in respect of such licences; and how many persons had had their applications for driving licences refused through their inability to comply with the recent legislative conditions? **The Minister of Transport** (Mr. Herbert Morrison) said that the number of driving licences issued from 1st December, 1929, to 30th November, 1930, was 2,809,583, and the revenue received therefrom was £702,396. He had no information as to the number of applications for such licences which had been refused.

**Farmers' Third-Party Risks. Captain Cazalet** asked the Minister of Transport whether he was aware that it was necessary under the recent Road Traffic Regulation Bill for a farmer desiring to move a tractor from one field to another, which necessitated a short journey along a road, to take out an insurance policy against third-party risk for the tractor; and whether he would introduce legislation to mitigate this burden imposed on farmers? **Mr. Morrison** said he could not see his way to introduce amending legislation with a view to exempting from the provisions of Part II of the Road Traffic Act, 1930, farmers who used motor vehicles upon the public road. He understood, however, that agricultural vehicles used to a very limited extent upon the public roads might be insured against third-party risks in respect of such use at specially low rates.

**Speedometers for Public Service Vehicles. Sir W. Brass** asked the Minister of Transport whether, in order that passengers in public service vehicles might know at what speed the vehicle was travelling, he would consider making an order under the Road Traffic Act for all such vehicles to carry efficient speedometers with dials placed in such a position as to be plainly visible to the passengers? **Mr. Herbert Morrison** said he had no evidence of any general desire on the part of passengers in public service vehicles to know the precise speed of the vehicle in which they were travelling, and he was not satisfied that, on the grounds of public safety, regulations for the purpose mentioned were necessary.

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# The Relationship of States to Transport.

**SIR LYNDEN L. MACASSEY, K.B.E., K.C., LL.D.,** a Past-President of the Institute of Transport, gave the third of a series of special lectures for Metropolitan Transport Students, delivered under the auspices of the Institute of Transport at a meeting held in London, on February 17th, last.

Taking for his subject "The Relationship of States to Transport," the Lecturer, in the course of his remarks regarding the relationship as evolved in Great Britain, said that competition always led in the end to amalgamations and combinations. When, after the war, the government passed the Railways Act, 1921, there was accorded at long last national recognition of the principle that railway transport could most efficiently and effectively be provided for the public under conditions of regulated monopoly, so far as there ever could be any effective monopoly of railway transport with railways originally laid out in many cases as competing lines. When, later, road transport had begun seriously to compete with railway transport, Parliament in 1928, authorised the railway companies themselves to institute road transport services, both for passengers and goods.

But competition still prevailed between passenger services operated on roads by tramways, trolley vehicles, or motor omnibuses, except in some of the great municipalities where the Corporation, being the owner of the tramways, refused, as the licensing authority, to licence motor omnibuses to compete with the tramways.

In respect of goods traffic, competition still flourished unrestrained, both between railways and carriers on the roads and between the road carriers themselves to a degree that was utterly wasteful and uneconomic and which presumably was to be allowed to continue until such damage and loss had been inflicted on the competitors as would force the acceptance of some arrangement limiting, if not eliminating, the competition.

### What should be the Relationship.

"What in general should be the relationship of a State to transport?" Let him emphasise that no universal proposition could be laid down. What exercised the greatest influence on the nature of the relationship between a State and its national transport system was the national temperament combined with the national history.

The original rule in Great Britain was, in railway business as in other business, "as much scope for private enterprise and as little Government as possible." But the characteristic of modern English railway policy had been the gradually growing restriction on private initiative and enterprise through increasing State control.

All services of public utility, e.g., the supply of gas, water, electricity, and transport must for the sake of efficiency be (1) monopolies: and most would agree, if they were prepared to accept the lessons of experience, that they must be for the protection of the public, (2) controlled or regulated monopolies. There was two practical considerations. First, they must be comprehensive and cover effectively the whole area of supply. This could not be attained under conditions of competition. Private competitors would always pick the most profitable routes and leave neglected the unprofitable. It was only therefore by attaching to the right to use what were profitable routes, the obligation to serve routes that were unprofitable and yet must be served, that comprehensiveness of service could be secured and founded on an economic basis. Monopoly of service, or supply, was the only effective way of attaining this objective. Secondly, charges could not be varied according to the individual cost of providing or affording each particular service or supply. There must be a uniform basis of charge, which, by making "fat routes" pay for "lean routes," provided the necessary economic income. This could best be effected under some system of controlled monopoly.

It was only recently that we in Great Britain were realising what continental countries had recognised and practiced long ago, that the supply of transport was governed by precisely the same considerations as the supply of gas, water, or electricity, or any other public commodity.

### Present Tendencies in Great Britain.

"Is there any case for the relationship of the State to transport in Great Britain becoming one of 'public ownership and operation'? So far as industry generally was concerned, he started, personally speaking, with a strong view, based he thought on sufficient evidence and arguments against the State undertaking any kind of industrial enterprise. As an economist, and not a politician, he approached the general question of whether the State in Great Britain should embark in industry.

*Firstly,* in Great Britain one was bound to assume, having regard to the genius of the people, the national temperament and the average Englishman's sub-conscious outlook, that *prima-facia* private enterprise and individual freedom in economic life was the true rule of progress.

*Secondly,* when certain particular public economic needs must urgently be met and it was proved, beyond all question, that those needs could not be met under the normal procedure of private enterprise, then he suggested any reasonable assistance by the State to enable private enterprise to meet those needs was preferable to the State itself going into industry to meet them.

*Thirdly,* if in the end it was incumbent on the State to start or take over an industry to meet an urgent public economic need, one could only hope for the best and be prepared for the worst. The real test was would the community probably lose more by not having the need met, than it would certainly lose by having the meeting of it undertaken by the government.

But he recognised that, within the sphere of a monopoly, conditions were more favourable to State enterprise than would be the case if the conditions, under which the State enterprise had to be carried on, were competitive. If the State was supplying a *commodity of public utility,* under monopoly conditions, its customers would not, in his view, be so well supplied as they would be if they were supplied by reasonably efficient private enterprise operating under the same conditions. On the other hand, they would probably be better supplied by the State under monopoly conditions than they would be if supplied with the same commodity, by two or more private companies, or persons keenly competing with one another for the supply. So we might, and indeed were bound to, say this. That for State enterprise, if we are driven to it as an economic necessity, or have it forced upon us as a political principle, the field of transport is one of the few favourable spheres available for its operation.

The crucial question was: Are any State railways as efficiently managed and worked as they would be under private enterprise? In his opinion the results of State ownership and State management in foreign countries and our Dominions were not such as to induce us lightly to abandon the policy of private ownership and private management which up till now has been the policy in Great Britain. Up till the war, he would have said that State ownership and State working would only come in England, if at all, as part of the programme of some political party, without any compelling economic pressure such as existed in foreign countries and in our Dominions. But events since the war made him now considerably less dogmatic. As he interpreted current conditions and tendencies, there seemed to be considerable probability of nationalisation, at no distant date, of railways in Great Britain.

English railway management, and English railway officials, he did not hesitate to say, were the most efficient in the world, having regard to the conditions under which they had to conduct railway transport, conditions incomparably more difficult than in any other country, the inevitable legacy of pioneer work. On them, the government of 1921 had imposed a burden almost insuperable. As the government saw it, every financial difficulty inherent in their grouping system would be handsomely met by immense economies that would be effected by grouping. But few of those economies had materialised, in spite of the almost super-human efforts of railway managements and railway officers to achieve them. They were largely figments of the political mind.

While economic uncertainty was developing in regard to the future of railway private enterprise in Great Britain, there were circumstances, now coming into prominence, which were destined to exercise a potent effect in determining whether English railways would eventually be nationalised or not. There was a growing and an intelligible inclination on the part of traders, local authorities, and passengers to refuse to admit that because certain facilities of transit or transport could not be provided on an economic basis, that was a conclusive argument against their being provided. In other words, there was a steadily increasing tendency in many sections of the community to insist that facilities of transit and of transport should be provided, even at an economic loss, if they were necessary in the general interests of industry, or to meet some pressing social need. To any economist, like himself, that was a dangerous contention. No self-subsisting commercial concern could long continue in business if its annual budget was not balanced. But governments did not always regard themselves as subject to such salutary limitations. They could, as in fact they did

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in many countries, make up by contributions from national taxation what they lost on the working of a State undertaking. It was very obvious to any casual observer here in Great Britain, that, just as it had always been in continental countries and in some of our Dominions, there was now a conviction pervading many classes that it was right to regard transport as something vital to the welfare and progress of the nation, and that where it was essential and could only be provided at a loss, the State should provide it and make good the loss out of national funds. Certainly if unremunerative facilities of transport were to be afforded, and be it noted they were to-day being provided by many municipal transport undertakings by recourse to the local rates, they could only be provided under a regime of nationalisation. At one time nationalisation in Great Britain was purely a political object; it represented merely a type of social regimentation, postulated by some schools of political thought. Now there was massing behind it definite economic pressure, the existence of which had to be recognised, however much economic arguments were against it.

# Scottish Commercial Motor Users' Association.

## Annual Meeting.

Members of the Scottish Commercial Motor Users' Association held their 10th annual general meeting in the Central Station Hotel, Glasgow, on Wednesday, February 18th. Mr. E. Graham Guest, J.P., M.A., presided, and was supported by Bailie W. J. Thomson, J.P., Mr. Jas. C. Caldwell, Mr. John W. Loudon, and others.

In his opening remarks the Chairman referred to the sound position of the Association, at the same time stressing the need for increased membership. The need for strong bodies like the C.M.U.A. was seen in the Road Traffic Act, particularly in the case of driving hours because the Act expressly laid down that the Minister could only vary those hours if a joint representation of masters and men was made. The men got together in their unions, and the masters must get together and there was no good reason why a commercial motor user should not join an association.

Mr. John W. Loudon said the association was in a better condition than it had ever been despite the great industrial depression. The Road Traffic Act had been the most important matter which the National Council had had under consideration. It had been hard work going through the various Committee's reports, recommendations, draft regulations, etc., but they had received great help from the London Commercial Motor Users' Association, and particularly from Mr. Bristow. The outstanding Clause in the Act was Clause 19, and it had necessitated President Guest's almost continuous attendance in London of late.

The outstanding case of the year was the opposition to the Glasgow Provisional Order which desired wide monopoly powers for the Glasgow Corporation. The results of the Association's efforts in resisting the Bill were looked upon with satisfaction. They were still pursuing their efforts to obtain a reduction in taxation, and a Memorandum was in course of preparation for submission to the Chancellor of the Exchequer showing the serious extent of the present motor taxation and petrol tax.

### The Road Traffic Act.

Referring to the Road Traffic Act, the Chairman (Mr. Graham Guest) said that Clause 19, dealing with the time for which drivers of certain vehicles might remain continuously on duty, was a difficult Clause, and so far no settlement had been made regarding it. The driver was limited to 5½ continuous driving hours, and he must have half an hour's time for rest and refreshment, and then he could drive continuously for another 5½ hours after which he must have 10 hours rest.

In the case of many commercial motor users the man was not driving continuously for 5½ hours, as for example, furniture removers, dock trade and other centres. But, unfortunately, the Act said that any time spent on the vehicle by the driver in any other capacity shall be reckoned as time spent in driving. That made it almost impossible for some of the traders to carry on their business.

This matter was discussed by a Committee in Parliament and it was then stated that a proviso would be made, and took the form of Sub-Section 3.—"The Minister may, on the application of a joint industrial council, conciliation board, or other similar bodies, or on a joint application by such organisations, representative of employers and workpeople in the industry, as the Minister of Labour may certify to be proper bodies to make such an application, and after referring the matter to the Industrial Court for advice, by order, vary the periods of time prescribed in this Section, provided that he is of opinion that such variation is not likely to be detrimental to the public safety."

After the Act was passed a large number of committee meetings were held. Some 40 different associations met in London and discussed this matter which shows that all those who had anything to do with commercial motor users were alive to the importance of this particular regulation. A suggestion was made to the Minister that he should increase the hours from 5 to 8, and cut down the rest time at night. The Minister, after listening, said that the Act was passed solely for the benefit of the public, and anything proposed must not be detrimental to the safety of the public. The Minister informed them that he could not treat with either the Associations or the Unions separately. They would have to approach him jointly and agreed. Meetings of sub-committees between associations and unions had been held. The associations asked for an 8-hour continuous duty including time for rest and refreshment in any 24 hours. The unions, however, proposed to increase the rest hours from 10 to 11. When the committees retired to consult their parent bodies, a section of the masters in England would not agree to the extension of the rest hours from 10 to 11. That was the position at the present time.

Bailie W. J. Thomson, speaking on the Act, expressed the opinion that it was unfortunate that an Act passed chiefly in the interests of safety should be used as a means of bringing in a fair wages clause and hours of work. In the early days when they were helping in making up the recommendations for the basis of the Bill, it was never even hinted to them that the question of hours or wages would be introduced. Another point was the wide powers granted to the Minister to make regulations. He did not think there was another Act which granted such powers.

Several points of interest were brought out in the discussion which followed.

One member pointed out that there were a good many trades in Scotland where the men were not in any union. It was not that they objected to the Union ideas, but because they failed to see what benefits could be derived by joining. His firm's business was a seasonable trade, and the men were driving continuously but had long waits in between such as when calling on a number of shops, and the men do not see why they should be tied down to such a short day.

A very interesting point regarding the conditions in Aberdeen was raised by another member. The problem they had in Aberdeen, he said, might be of interest. The trawling industry was a very important one in Aberdeen, and it was often the case that in a matter of two days they had perhaps 40 trawlers to deal with. That meant night and day work. The ice and coal companies had simply got to work all the time the trawlers were in, and they claim therefore that unless they have a free hand on the days the vessels arrive, it would be impossible for them to run their business. Any restriction in this direction would certainly result in the trawlers going elsewhere. Another point was that neither the ice companies nor the collieries could afford to double their staff for those particular days. He was at a loss to understand how they could deal with the Union question because the men were not in a union.

The General Secretary said that the point just raised had not been mentioned before, and had Aberdeen been alive they would have brought it to the forefront earlier. It showed the need for increased membership and active interest in the Association. In Edinburgh they had practically all the main firms, while Glasgow had a smaller membership than the Capital, and Aberdeen was very poor indeed.

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# Long Distance Road Haulage Association.

## Inaugural Meeting.

A WELL-ATTENDED meeting of those engaged or concerned in the long distance haulage of goods by road, freight exchanges and clearing houses, was held at Winchester House, Old Broad Street, London, E.C., on February 18th, and a resolution was passed which brought into being the Long Distance Road Haulage Association.

It will be remembered that in May last a Long Distance Road Haulage Committee of Inquiry was set up to inquire into the special problems of this section of road transport, and to report. The Report of the Committee was brought forward for discussion at a meeting held in London on December 16th last, when a new Committee was appointed to approach existing associations to see if proper representation could be given to those concerned with long distance road haulage, or, failing this, the Committee was empowered to proceed with the formation of an active association to watch and foster the interests of long distance hauliers.

In passing, it may be mentioned that important evidence was tendered to the Royal Commission on Transport by Sir Maxwell Hicks, C.B.E., Chairman of the original Committee, in which he dealt with the problems of long distance road haulage.

At the meeting held on February 18th at which the Long Distance Road Haulage Association came into existence, **MR. E. C. MARSTON** (M.R.S., Ltd.) was unanimously voted to the chair.

**The Chairman** briefly reviewed the activities of the Committee appointed in December last, in-so-far as they had been directed to ascertaining whether proper representation for long distance hauliers could be found within any existing association. He said that the Motor Hirers' Association and the Commercial Motor Users' Association had been approached. It was pointed out by the Motor Hirers' Association that their members were concerned mainly with the carriage of passengers. The Commercial Motor Users' Association had been asked by the Committee (1) whether the C.M.U.A. was willing to support the proposal for the licensing of long distance hauliers and clearing houses; (2) whether the C.M.U.A. was prepared to deal with the stabilisation of rates for conveyance by road. The replies to these questions were definitely in the negative. Thirdly, the Committee suggested to the C.M.U.A. that, say, three gentlemen engaged in long distance haulage should be nominated by the Committee for appointment to the National Council of the C.M.U.A., but the C.M.U.A. replied that in view of their constitution they could not co-opt representatives from outside bodies, and that the C.M.U.A. could not see its way at present to form a special long distance road haulage sub-committee.

The Chairman said that at the time these negotiations were proceeding the C.M.U.A. were attending Conferences at the Ministry of Transport in regard to Clause 19 of the Road Traffic Act dealing with the limitation of drivers hours, and Mr. F. G. Bristow, the General Secretary of the C.M.U.A., had been good enough to say that if the Long Distance Haulage Committee would prepare a memorandum on Clause 19 he would see that it was brought to the attention of the Minister of Transport. The Committee had prepared a memorandum and had forwarded it to Mr. Bristow.

Continuing, the Chairman said that it was demonstrated clearly that existing Associations could not help the long distance hauliers very much, and that if that section of the industry was to be effective they would have to form their own association.

It was proposed to go right ahead and register their own Association which he believed would become a virile one.

The primary objects of the Association would be:—

(1) To organise the industry and possess a representative body which can voice the requirements of the industry.
(2) To resist attacks from any quarter.
(3) To undertake necessary propaganda and counter-propaganda.
(4) To form a link and friendly meeting place for the many scattered units.

Long distance road transport had emerged, or was emerging, from its pioneer days, and was now recognised to be an important industry. Its voice should be heard. It would be the work of the Association to put before the public and traders the importance of road transport from the point of view of our national welfare, as well as to protect the interests of those engaged in that part of the road transport industry.

They had been supplied with ample evidence recently of the way in which legislation could be passed without the voice of those engaged in long distance haulage being heard. There had been no one to put their case forward. They had to combat propaganda emanating from the railway companies which, no doubt, had the effect gradually of making the public believe that road transport was doing this and that; was being subsidised and was damaging the roads. The Association must engage in counter-propaganda.

He attached considerable importance to the object of the Association which aimed at the formation of a link and friendly meeting place for the many scattered units of the long distance haulage industry. Probably many of their troubles could be traced to the fact that during recent years few of those engaged in the industry had met together in friendly discussion. When they did gather together they found that no one was nearly so bad as sometimes painted, and if within the Association they got together in friendly meeting to discuss their several problems, it would prove most helpful to the trade itself as well as to the individual.

Quite recently the members of the Committee had the privilege of meeting Mr. Bevin, the Secretary of the National Transport Workers Union, and, later on, they were having further discussions with him. Mr. Bevin had said that they were prepared to discuss with the long distance hauliers as a body, any reasonable suggestions in regard to the limitation of drivers hours. Mr. Bevin had given the Committee the impression that he was of opinion there had not previously been any organised body engaged in goods transport which could discuss Clause 19.

Referring to the Memorandum and Articles of Association that had been drawn up, the Chairman said that the Committee had devoted a large amount of time to the work. The Committee had given very careful consideration to the question whether membership of the Association should be open to Clearing Houses or whether it should be confined solely to operators. The Committee felt that as the Clearing Houses took a very important part on the question of rates and had considerable say with regard to owner drivers, that Clearing Houses should be invited to apply for membership and they would be welcomed.

**MR. L. W. JOYNSON-HICKS,** the Association's Solicitor, was then invited by the Chairman to call the attention of the meeting to various matters in the draft Memorandum and Articles of Association.

Mr. Joynson-Hicks pointed out that the intention was to incorporate the Association without the word "Limited." It was proposed that the name of the Association should be "The Long Distance Road Haulage Association." The income and property of the Association would be applied solely towards the promotion of the objects of the Association. The Association would not be a profit-making undertaking; any profit which might accrue would go back into the coffers of the Association.

Membership of the Association would be open to such persons, firms or bodies, corporate or incorporate engaged in or concerned or interested in the long distance haulage of goods by road as might be elected to membership by the Council. Long distance haulage was defined as being the haulage of goods by road over distances in excess of thirty miles. The amount of the annual subscription was left for determination by the Council.

The Council will consist of not less than thirteen nor more than twenty-six members.

Thirteen members will be elected by the subscribers to the Memorandum. The Council, as soon as it is formed, will divide the country into thirteen regional areas and each regional area will be entitled to put forward an application for the appointment of a Regional Committee

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and each Regional Committee when formed, will have the right to elect a member to the Council of the Association. With the thirteen original members elected by the subscribers to the Memorandum and the thirteen regional members the Committee would have the full number of 26.

No member of the Council will receive any remuneration or payment. A Chairman of the Association will be elected each year.

The Chairman then formally moved that the draft Memorandum and Articles of Association be approved. The resolution was seconded, and the Chairman announced that the meeting was open to discuss the Memorandum and Articles before the resolution was put to the vote.

The following were some of the questions put to the Chair and answered:—

| Question. | Answer. |
|---|---|
| If a man had one vote for each vehicle the more vehicles he had the more power he would have in the Association. Should it not be one man one vote? | In the ordinary way a question would be put to the vote and decided on a show of hands. All would have equal power. If a poll was demanded voting would be in accordance with the amount of subscription paid by the voter. The maximum subscription to be paid for any number of vehicles was proposed at twenty-five guineas. |
| What would be the position of a member who felt disinclined to abide by a ruling of the Association? Could he resign without any obligation attaching to him? | Yes. |
| If at the end of twelve months a member considered the Association was not doing him any good and he did not pay a further subscription did he automatically cease membership or did he continue to rank as a shareholder? | He could resign without any liability other than any unpaid subscription due at the time of his resignation. |
| Was it proposed to give members legal assistance in the event of prosecution? | This would be a matter for the Council. If the proceedings raised an important question of principle or policy the Council would in all probability decide to support the member proceeded against. |
| Was membership open to long distance hauliers who contracted for the railway companies? | This was a question for the Council, who would consider each application for membership on its merits. |

The proposition that the draft Memorandum and Articles of Association be adopted was then put to the meeting and carried.

The following resolution was then put to the meeting, seconded and carried:—

> That the following gentlemen be and they are hereby authorised to subscribe their names to the Memorandum and Articles of Association and that such signatories elect themselves as members of the Council of the Association:—Mr. W. Donaldson Wright (Transport Department, Nottingham Chamber of Commerce), Major M. W. Dring (Managing Director, Northern Motor Utilities, Ltd.), Mr. L. W. Gupwell (A. J. Gupwell, Ltd.), Mr. J. A. Bright (Southern Roadways, Ltd.), Mr. E. C. Marston (M.R.S., Ltd.), Mr. E. B. Hutchinson (Hon. Secretary), Mr. R. W. Sewill (London and Southern Counties Transport Co., Ltd.), Mr. Kneller (Kneller and Chandler, Ltd., Transport Contractors, Bishopsgate, London), Mr. A. C. Marston, and Mr. J. F. Nicholls (McNamara & Co. (1921), Ltd.).

Discussion arose on the question whether Clearing Houses should be eligible for membership.

The Chairman reiterated the views of the Committee on this point and eventually he proposed:—

> That the Council have power in their discretion to admit to the Association any person, firm or body engaged in or concerned in the long distance haulage of goods by road.

The resolution was seconded and carried, and Major Thomas (Carey, Davis & Thomas, Ltd., Motor Contractors, Kingsland Road, London, E.) was elected as a member of the Council as a third representative of Clearing Houses.

The Chairman said that machinery would at once be started to get the regional areas going and members in these areas would be communicated with and urged to band themselves together and form regional committees. As they knew, Traffic Commissioners had been appointed under the Road Traffic Act and it was the idea of the Council that the areas to be formed by the Association should correspond with the areas of the Traffic Commissioners especially if there was to be any question of the Commissioners licensing haulage contractors.

In reply to a question whether it was intended that the Association should absorb any similar existing local Associations, the Chairman said it should be the policy of the Association to offer to absorb such Associations as by so doing they could accomplish much more.

They would later appoint a permanent Secretary and establish Association offices. Mr. E. B. Hutchinson had hitherto acted as their Hon. Secretary but he could not do the work permanently.

**Mr. J. A. Bright** referred to an article which appeared recently in the Press which forecasted that the Chancellor of the Exchequer would increase the petrol tax and reduce the vehicle tax. He said that four pence on the petrol tax represented between five and ten per cent. on the cost of transport. He urged those in the industry to oppose any such proposals and to get busy individually and communicate with their local Members of Parliament.

**Mr. E. B. Hutchinson** said that the meeting had been called to bring into existence an Association which would help one and all engaged in long distance haulage. They must pull together and help each other. Proposals might be made by the authorities to tax them more severely and other interests might have something adverse to say to them. They must stand together and present a united front, and by so doing they would make the industry strong and healthy and better able to resist any attacks that might be made upon them.

**Mr. W. Donaldson Wright** proposed a hearty vote of thanks to Mr. E. C. Marston for presiding, and in the course of his remarks urged those engaged in the industry to join the Association and to make it strong not only numerically but financially in order that the Association could be made efficient and carry on extensive propaganda.

The Chairman, acknowledging the vote of thanks, said he hoped that the Association would quickly prove itself and it would if the Committee knew that they had at their back those who were engaged in the long distance haulage industry.

Any further details regarding the Association, and forms of application for membership, may be obtained from the Hon. Secretary, Mr. E. B. Hutchinson, Lloyds Bank Chambers, Vicar Lane, Leeds.

## Two Hundred Buses Needed?

CONSIDERABLE interest has been created in Newcastle by a scheme for the early and entire substitution of motor buses for tramcars in the streets of that city. This is suggested by Councillor Walter C. Percival, chairman of the Bus-operating Sub-Committee of Newcastle Corporation Transport Committee. He considers this to be a practical proposition, provided that the public is prepared to pay fares not more than 15 per cent. above the current tram fares for a period of five years. The outstanding capital debt, he says, could be paid off in a comparatively short period, and the city equipped with an up-to-date form of transport. The Corporation's bus undertaking is flourishing as compared with the tramways; and Councillor Percival urges that 200 new buses should be purchased at a cost of £357,000. The chairman of the Transport Committee, Ald. Richard Mayne, believes, however, that trams are still necessary in Newcastle.

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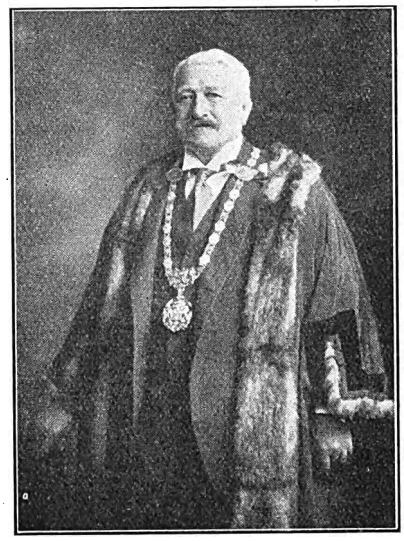
# Coachmakers and Coach Harness Makers.

## Livery Dinner of the Worshipful Company.

WHEN we wrote about the Worshipful Company of Coachmakers and Coach Harness Makers of London in 1904, we little thought that we should be present at a dinner of the Company when the Senior Warden would state that it was the ambition of the Company to become the Transport Company of London. Yet this was the statement of Mr. Sidney Norris. Twenty-six years ago the Coachmakers' business was still a flourishing one as the motor vehicle was only just beginning to make its appearance in any numbers on our streets. It speaks well for those who have guided the affairs of the Worshipful Company that they have moved with the times, and now represent every aspect of transport by road, and by air where the internal combustion engine is used.

The Livery dinner held on February 24th, at Carpenters Hall, Throgmorton Avenue, was presided over by the Master Mr. W. Lawton Goodman, who was supported by Mr. Sidney Norris, Senior Warden, Mr. A. F. Parish, Renter Warden and Mr. S. F. Connolly, Junior Warden. A large assembly of members did honour to the Lord Mayor and the Sheriffs and other distinguished guests. Amongst others present were: Sir Edward Manville, Immediate Past Master, Lord Blanesburgh, Lord Aberconway, Lord Ampthill, Sir Herbert Austin, Sir Harold Bowden, Admiral Sir William Reginald Hall, Sir Edward Iliffe, Mr. C. le M. Gosselin, Mr. Walter Welch, Sir William Letts, Major General Evan Gibb, F. Handley Page, P. R. Turner, W. Bonallack, Christopher Dodson, E. A. Dussek, W. S. Hale, Sir Walter Schroder, Past Master, C. M. C. Instone, Lt.-Col. J. Sealy Clarke, Commdr. H. Perrin, E. S. Shapnell-Smith, Col. J. S. Matthew, J. D. Siddeley, G. J. Shave, C. W. Reeve, F. W. Robson, J. G. Reece, H. Shankland, and the clerk, Mr. Henry Smith.



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MR. W. LAWTON GOODMAN, MASTER, THE WORSHIPFUL COMPANY OF COACHMAKERS AND COACH HARNESS MAKERS.

The Master in proposing the toast of "The Lord Mayor, the Sheriffs and the Corporation" said he would first express on behalf of their Livery how greatly they appreciated the honour bestowed upon them by the Lord Mayor, Sheriffs and Members of the City Corporation by their presence.

Unlike many City Companies, they had never lost touch with their trade. It had always been the duty and privilege of the Coachmakers Company to see that the Lord Mayor's Coach was safe, ready and fit for use, hence the derivation of the ancient saying "Keep the Coach well oiled," a specific phrase one frequently heard in various pathways of life, used to indicate conviviality and fraternity. They had been served by men ever alert to the changing varieties of travel, transport, construction and speed. As an illustration of the trend of the times, history records that a journey by Royal Mail Coach—"The Edinburgh Express" in 1797, took 43 hours from London to Edinburgh. In 1930, the same distance took: by motor car, 10 hours; by non-stop railway express, 8¼ hours; by aeroplane, 3 hours; whilst the other day an aeroplane, carrying goods from London to Paris, accomplished the journey in 1 hr. 20 mins. These were actual facts already accomplished. Nature had provided them free with the limitless blue sky and seven seas, and, notwithstanding the wonderful achievements of Sir Malcolm Campbell on his "Blue Bird" and his "Baby" Austin—of which we are all immensely proud and tender him our warmest congratulations—when it comes to speed the flying barges of the air have it. In this connection, might he say how proud they were to number amongst their Liverymen, Sir Herbert Austin, and congratulate him on the wonderful performance of his "baby" car when driven by Sir Malcolm Campbell.

In a small country like Britain he had little doubt that the tramcar and railway steam engine would, in time, disappear altogether like the old stage coach. It would, of course, always be necessary to provide arterial roads for local traffic, but in these days of rapid progress it was quite possible to visualize the next generation travelling from New York to London in sleeping berths by aeroplane, leaving New York at night and arriving in London next morning, a 16 hours flight, or London to Edinburgh in two hours. These remarks might be considered prophetic by those who were not in touch with present day progress, but to him they were all possibilities of the future. In view of these possibilities they were fortunate to include amongst their members, Mr. J. D. Siddeley, Mr. Handley Page, and their newest Liveryman, Mr. C. A. Fairey, President of the Society of Aeronautical Constructors, which indicated that they had endeavoured to live up to their tradition of always following the trend of the times and keeping in touch with modern transport and progress, thus upholding their duty as a Guild to their Trade.

The Lord Mayor acknowledged the toast in suitable terms.

THE HOUSES OF PARLIAMENT.

This toast was proposed by Mr. A. H. Pollen, a Past Master of the Company, and Lord Aberconway and Mr. D. G. Somerville, M.P. replied.

THE WORSHIPFUL COMPANY.

This toast was proposed by Lord Blanesburgh, and in replying Mr. Sidney Norris, the Senior Warden, said that their ambition was to make their Company the Livery Company of Transport. They had made great strides in this direction and during the past few years they had added to the Livery, representatives of every phase of transport.

At the close of his speech he paid a tribute to the great qualities of their Clerks in the past and to Mr. Henry Smith the present holder of the office.

The toast of "The Guests" was proposed by Mr. J. D. Siddeley, and responded to by Admiral Sir W. R. Hall.

# London Van Horse Parade.

UNDER the patronage of His Majesty The King, with the Earl of Lonsdale, K.G., as President, The Twenty-Third Annual Parade of the London Van Horse Parade Society, will be held in the Inner Circle, Regent's Park, on Easter Monday, April 6th. As heretofore, the Parade will be open to single and pair horse vans, while a class for barge horses to be led and shown in working gear will again be included. A First-Class Award entitles the driver of a single horse vehicle, or the attendant of a barge horse, to a money prize of 15s. In the case of pair horse vehicles, the award carries with it a prize of £1. A Second-Class Award entitles a driver or attendant to 7s. 6d. (10s. in the case of pairs). A Third-Class Award entitles a driver or attendant to 3s. 6d. (5s. in the case of pairs). In addition, the Royal Society for the Prevention of Cruelty to Animals have intimated their intention of awarding a Brass Merit Badge to all recipients of First-Class Awards. The Society will award Certificates of Merit to horse foremen who are responsible for four turn-outs of sufficient merit exhibited at the Parade. It should be borne in mind that as long as a horse is well-looked after, properly groomed, and the harness and van are clean, it is possible for every driver entering the Parade to secure a First-Class Award and the R.S.P.C.A. Merit Badge. Full particulars may be obtained from the Secretary, Mr. R. A. Brown, 12, Hanover Square, London, W.1, from whom entry forms and all other particulars may be obtained.

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# Motor Hirers and Coach Services' Association.

## First Annual Dinner.

THE first Annual Dinner of the Motor Hirers and Coach Services' Association, held at the Connaught Rooms, London, on February 19th last, proved to be a very enjoyable and successful function.

**Mr. H. T. RICKARDS,** the very popular President of the Association, who was in the Chair, was accompanied by Mrs. Rickards.

**Mr. A. S. COMYNS CARR, K.C.,** proposed the toast of the Association and said that to-day the Association might claim to represent all the independent operators of the country, whether they were running private hire vehicles, contract carriages, excursion tours or long and short distance coach services, and, outside London, all stage carriage services. He was glad to know that the Association was officially recognised as a body entitled to speak on behalf of all the various sections of the motor trade he had mentioned. Other sections of the trade were closely associated with and interested in the activities of the Motor Hirers and Coach Services' Association. Manufacturers and traders whose business it was to supply the needs of the independent coach operators had a close interest in the continued existence of members of the Association, because combines were apt to squeeze out the independent trader, both supplier and operator, and that was a point which, in any appeal made by the Association for the support of other sections of the trade should not be overlooked.

The Association had 350 direct members and nearly another thousand members through affiliated organisations, and that was a body of men entitled to, and he was sure would receive, a respectful hearing in official quarters and elsewhere.

In the year 1667 the horse coach did the journey between London and Bath in three days. Things had changed since then, and now a motor coach could run on railway lines, and if manufacturers would build one that could take to the water one could go to Monte Carlo without changing vehicles. (Laughter.)

### PROGRESS MUST NOT BE IMPEDED.

In the course of a reference to transport legislation, past and present, Mr. Comyns Carr said that he was sometimes afraid that Parliaments of to-day spent some time in devising means whereby a stop could be put on progress in the interests of vested interests some of which to-day were a little behind the times. We were trying to fit the traffic of the twentieth century into eighteenth century streets. Some of those present would remember the Biblical quotation which pointed out how difficult it was for a camel to pass through the eye of a needle. It seemed to him that there were two possible solutions of our traffic problem, to shave the camel or to enlarge the needle. (Laughter.) Of the two solutions enlarging the needle seemed to him better than shaving the camel, but unfortunately that view did not seem to commend itself to a section of the community. Our London of to-day was ill-planned for the needs of modern traffic, and if we had begun 20 years ago to replan it we should not have the many problems facing us to-day, and if we did not begin now to replan we should have the same problems, only ten times more severe, to face twenty years hence. We should begin to plan with broad vision, visualising what the future would be like. The position in London was typical of nearly all the principal towns in this country.

### WHY BAN THE MOTOR COACH?

We must make room for progress, and if at present it was necessary to restrict traffic then he failed to see why the particular form which provided the largest convenience for the greatest number of people should have to give way to other forms of transport. (Hear, hear.) There were other than motor coach operators who could be pushed out first and with less damage to the community.

He was sure that the representatives of the Association would find the officials at the Ministry of Transport willing to listen to the reasonable suggestions of the coach operators. If in the administration of the new Road Traffic Act, if it was yet in force or if there were any means of bringing it into force (laughter), they found something to criticise, there was a great deal in it to welcome. It was an improvement upon the patchwork and disorganised system which had preceded it. (Applause.)

**Mr. M. LOGETTE** responded, and said he was sure members would agree with him when he said "To-night's the night." (Applause.)

It was the first time in the history of the Association that members had had an opportunity of extending hospitality to some of the permanent and highly responsible officials of the Ministry of Transport, in which department Mr. J. S. Pool Godsell held an honoured position. In case any present did not know what was a "permanent" official, he might say he was a gentleman they heard so much about who governed the country from Whitehall. (Laughter.) Ministers would come and go, but permanent officials went on for ever, even surviving the Road Traffic Act. (Laughter.)

The Association received letters from the Ministry of Transport beginning "I am directed by the Minister to inform you . . . ." As the letters were usually written above the signature of Mr. Pool Godsell was it not perhaps he who directed the Minister to direct him to inform them. (Laughter.)

The advent of the Road Traffic Act placed coach operators for the first time under what they hoped would prove to be fair and just control. He wished to make special reference to the patience and courtesy shown always by Mr. Pool Godsell and his colleagues at the Ministry of Transport to the representatives of the Association who had attended conferences at the Ministry. (Applause.) Those gentlemen made every endeavour to understand the difficulties of the operators. Although the Ministry of Transport had not given the operators all they wanted yet they must be thankful for small if expensive mercies. (Laughter.) The coaching industry was already overburdened with taxation.

The Association had a strong and active Committee, ready to co-operate with all concerned in bringing the Road Traffic Act into full operation with the least possible inconvenience to the public and to themselves.

Their President, Mr. H. T. Rickards, was known to all as the founder of the Association. (Loud applause.) Mr. Eric Monkman was their statistical expert and could tell the difference between a licensed and an unlicensed vehicle. (Laughter.) Mr. Lowe was another of their stalwarts and the only man in the coaching industry who had succeeded in finding out the real meaning of plying for hire. (Laughter.) Then they had Mr. Nowell—he was one of the bad boys of the family. (Loud laughter.) Mr. Nowell always spoke in Committee at the wrong moment and he thought perhaps he was once a disciple of Lenin and Trotsky. (Renewed laughter.)

Recently the Association found it necessary to obtain the services of a full-time Secretary, and in a very short time Mr. D. Piercy had succeeded admirably in picking up the reins, and he believed that all previous membership records had since been broken. (Loud applause.) The services of many other stalwart supporters of the Association were greatly appreciated.

The Association still had very difficult tasks ahead, and their common object and policy must be to get on with the job, remembering always the advice given them on a previous occasion, "If we do not hang together we shall hang separately."

### PRESENTATION TO MR. R. P. BAILEY.

**Mr. H. T. RICKARDS,** the President of the Association, then rose, and turning to Mr. R. P. Bailey, who was a guest of the Association, said: "In the name of the Association I have very much pleasure in handing you this silver salver as a mark of our very great appreciation of the services which you rendered to the Association during your period of office as Secretary. To Mrs. Bailey we present this bouquet. We should like you to place this salver on your sideboard and when you look at it we hope you will remember us and the time we have spent together." (Loud applause.)

It was obvious that the presentation came as a complete surprise to Mr. Bailey, who said he was at a loss how best to express his thanks and those of Mrs. Bailey for the kindness of the members in acknowledging so handsomely the small services he had been able to render. He would always value the gift. (Applause.)

### A "VOLGA" BUSMAN.

**Mr. G. NOWELL,** proposing the toast of "The Visitors," said he was very agreeably surprised to find that they had with them that evening their old friends

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from the Ministry of Transport. They had come practically into the centre of the inner area of the banned zone, and the only thing he hoped was that they had set a good example and had come in a vehicle containing eight seats or less. (Laughter.)

Mr. Logette had said something to the effect that in days gone by he (Mr. Nowell) was a disciple of Lenin and Trotsky. He would like Mr. Logette to remember that he himself was but a "Volga Busman." (Loud laughter.)

The coach operators were engaged in a big fight and had their backs to the wall, and were doing everything they could to save their industry from becoming extinct or curtailed.

ORGANISATION.

They had done their best to build up an industry and to give the public the benefit of luxury travel at cheap fares. He maintained that the coach operators had taken a leaf out of the book of the railway companies. If one wished to make a journey by rail and wanted a ticket one had to go to one of the main railway stations or to one of the very few and scattered railway booking agents, whereas, in the case of the motor coach industry, it did not matter where one went, whether to one of the big London stores or to a small tobacconist or confectioners, there they could get a ticket. The coach trade was brought to the door of the public. He did suggest that they had done their utmost to bring the coaching industry up to proper and modern standards. Unfortunately, although they had worked very hard, they found they were faced with very big opposition, but members felt sure that the absolutely fair and impartial Ministry of Transport we had at the present time would not see any of the smaller operators penalised owing to the fact that they were small operators and did not belong to any large combine. He took the opportunity of appealing to the Ministry of Transport to see that the coaching business was not penalised by the imposition of too much restrictive legislation in London.

BIG FIGURES IN THE COACHING INDUSTRY.

Broadly speaking, the independent coach operators in this country, of which the Association claimed to be the mouthpiece, owned some 15,000 coaches, representing a capital of over £22,500,000, and the operators employed over 60,000 men and paid out approximately £180,000 per week in wages or £9,500,000 per annum. This did not include railway and municipal services. He did suggest that it was an industry well worthy of being looked after and saving from the point of view of employment alone.

The members of the Association joined with him in extending a very hearty welcome to Mr. J. S. Pool Godsell, O.B.E., and Mr. E. B. Hart, of the Ministry of Transport. They also welcomed most cordially Mr. A. S. Comyns Carr, K.C., and Mr. J. R. Cort Bathurst who had been such pillars of strength to the Association. He would like also to extend a special welcome to Vice-Admiral Taylor, M.P., who had done such a lot for them in Parliament, to Mr. A. E. Cave, J.P., of the Motor Legislation Committee, to Mr. F. G. Bristow, the General Secretary of the Commercial Motor Users' Association, and to Lt.-Col. D. C. M'Lagan, D.S.O., of the Society of Motor Manufacturers and Traders.

**Mr. J. S. POOL GODSELL, O.B.E.**, of the Ministry of Transport, responding, referred to the value of organisations such as the Motor Hirers and Coach Services' Association to conduct negotiations with the Ministry of Transport. The Ministry in their attempts to unravel the traffic tangle had received assistance from every branch of the motor industry. Of course the Ministry could not meet all the demands made upon them by the various interests, but what they could do and had tried to do was to take the various interests into consultation and get to know their difficulties.

It had been his good fortune to meet the representatives of the Motor Hirers and Coach Services' Association, and he would like to pay particular tribute to Mr. M. Logette. The conversations the Ministry had had with the representatives of their Association had been most helpful.

TRANSPORT MUST BE REGULATED.

He was certain that the Minister of Transport had no intention of cramping the development of the motor industry, but we could not afford to-day to widen the streets of London, and all forms of transport must therefore be subject to regulation.

THE PRESIDENT.

**Mr. ERIC MONKMAN** proposed the health of the Chairman, and said what a great rock and pillar of strength Mr. H. T. Rickards, their President, had been to the Association. Their industry was going through difficult times and he did not know any other man in London who could hold the balance so well between those who were engaged in short distance, long distance, excursion tours, stage carriages, etc. (Applause.)

The toast was received with great enthusiasm the company singing "For he's a jolly good fellow."

**THE CHAIRMAN** acknowledging the toast, said it was the first Annual Dinner of the Association and he sincerely hoped it would not be the last.

## Liverpool Motor Bus Services.

AN important agreement has been negotiated by the Liverpool Corporation and the Ribble Motor Services, Ltd. and Crosville Motor Services, Ltd., for the operation of road services in and around Liverpool.

It will operate for five years from the date of its commencement.

The City Council on March 4th, was asked to confirm the agreement on a report by the Town Clerk in which he states: "In view of the statutory powers obtained by the Railway Companies, they are now in a position, should the Corporation decline to enter into an agreement such as is now proposed, to apply themselves to the Traffic Commissioners for licences to ply for hire in and around Liverpool, and to continue their present services which include those of the Ribble, Crosville, Ideal and Nor-West Motor Companies and the Merseyside Touring Co., Ltd.

"From the Corporation's point of view it is eminently desirable that some sort of an agreement of this nature should be entered into prior to the new Traffic Commissioners taking office on the 1st April, next. The Corporation would then be in a strong position and would be able to go before the Traffic Commissioners along with the Railway Company, to appeal against any applications which may be received by the Commissioners for licences to operate any other local passenger transport services either within or into the city or its outskirts."

All passenger traffic in Liverpool, Bootle and Speke is admitted to be the sole responsibility of the Liverpool Corporation.

There is an outer belt three miles from the city boundary on the eastern side including Litherland but excluding Waterloo, Crosby and Widnes, where the services shall be joint services operated by the Ribble and Crosville Companies, on behalf of those Campanies and the Liverpool Corporation. The Liverpool Corporation will bear the working expenses, and share in the receipts. Average working expenses will be payable to the Ribble Motor Services, Ltd., or the Crosville Motor Services plus 3d. per mile to cover interest charges and depreciation, but not be more than 15 per cent. above 1s. per mile for single deck buses and 1s. 2d. for double deck buses. All passenger road transport outside the city and outer belt zones and the common zone to be left to the railway and their associated omnibus companies to provide.

## Fleet of 634 Motor Buses.

MR. CLAUDE CROSLAND TAYLOR, general manager of Crosville Motor Services, Chester, speaking at the opening of the employees' new social club at Chester, said that day was the 20th anniversary of his arrival in Chester. There was then only one motor bus. Crosville now had a fleet of 634 buses and employed 2,300 persons. About a dozen motor bus undertakings had been absorbed in the last 12 months and their services now ran from Holyhead to the Potteries, down to Cardiganshire and, in the north, as far as Liverpool. The directors of the Crosville Company have made a loan of £250 to the employees towards furnishing and equipping the club rooms, have paid the fees for legal service, have met the cost of the electric lighting and have printed the code of rules. Mrs. Mary Crosland Taylor and others connected with the Crosville Company have made gifts to the club.

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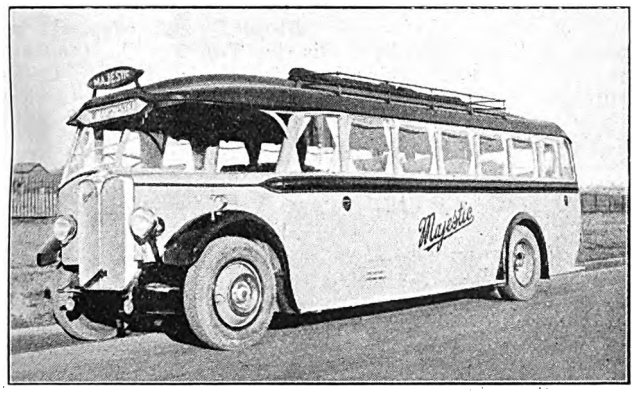
# Motor Coach and Bus Notes.

**Carlisle to Run its Own Buses.**—Carlisle City Council, at a special meeting on March 5th, decided, by 24 votes to 9, to establish a municipal bus service. The Ribble Bus Co. had offered to purchase the Carlisle tramway system and to establish a unified system of motor buses, but this was strongly opposed by local bus proprietors. The municipal scheme includes the purchase and abolition of the Carlisle trams, the acquisition of the Carlisle and District Motor Services, Ltd., and Richard Percival, Ltd., and entering into negotiations for the purchase of the remaining services in the city.

**Buses Replace Trams.**—Scarborough Town Council has decided to buy the Scarborough tramways for £19,500, scrap the rails, and enter into an agreement for a complete service of buses in the town.

**An All-Metal "Regal."**—The Associated Equipment Co., Ltd., Southall, Middlesex, has sent us the accompanying photograph of one of their 28-seater "Regal" coaches supplied by Arlington Motors, Ponders End, London, W., to the Majestic Express Motors, Ltd., of Manchester. The feature of the coach is that it has an all-metal body, both the exterior panelling and framework being of steel. The bodywork is by Messrs. Meltz & Son, of Ealing, and is distinctly individual in design. It has a staggered front




ONE OF THE MAJESTIC EXPRESS MOTORS' ALL-METAL A.E.C. "REGAL" COACHES.

bulkhead, a number of curves in the roof and panelling and a broad belt rail which runs from the front to the rear of the vehicle on each side. The rear panel is also considerably staggered towards the roof, and contains one large and two small windows. The interior is fitted with five sets of high backed seats which are specially designed for long distance travel, on the one side, and four sets on the other. Over each of the wheel arches is a single seat set so that the occupant faces slightly towards the front of the coach. Behind is the double seat and at the rear five seats in line. Windows are all of the Rawlings drop pattern and passenger comfort is provided by a heating installation. The coaches are to be employed by the Majestic Motors, Ltd., on their Manchester-London daily service which has been operated for some considerable time.

**New Motor Bus Station.**—At a joint meeting of representatives of the Manchester Transport and other municipal committees, consideration was given to a scheme for providing a central bus station in the heart of Manchester, intended not only to meet the needs of the Transport Committee for some years to come, but to contribute materially to the relief of traffic congestion in Piccadilly. The site of the proposed station is in Parker Street. The scheme will be investigated at separate meetings of the committee's concerned.

**Lancs. United Transport Changes.**—In the 26th annual report of the Lancashire United Transport and Power Co., Ltd., who operate a big fleet of motor buses from headquarters at Atherton, it is stated that the conversion of the first section of tramways for the operation of trolley vehicles over a route of ten miles has been completed and the route between Atherton via Hindley to Ashton-in-Makerfield is open for traffic. The directors are so far satisfied with the results obtained. The second section from Atherton via Worsley, Swinton, Walkden and Little Hulton to Farnworth, a distance of 14½ miles, is at present being converted and it is hoped that this route will be completed by the end of June. In order to provide for the cost of the conversion to the trolley vehicle system, it will be necessary for the company to raise capital during the current year. Traffic receipts for the year ending 31st December amounted to £384,806, an increase of £23,832, the increase being mainly due to the further development of the motor bus services.

**New Buses.**—Six new super buses are being added to the fleet of the Safety Coach (Red Band) Services in Jersey.

**Buses Gaining Favour.**—While the Sunderland Corporation tram receipts still reveal a falling off, the buses are steadily gaining favour. In January, 1930, the buses carried 407,059 passengers, the receipts being £1,817, while during January, 1931, 697,612 passengers used the buses, paying £3,090. The trams carried 2,245,303 people, and took £9,216, a drop of 302,664 passengers and £1,190 in fares.

**Long Limousine Run.**—An hourly service of motor coaches between Glasgow and London, running via Newcastle and the Lakes alternately, may be inaugurated shortly. The longest daily limousine service, run under the same auspices, would be from Glasgow, via Newcastle, to London and Southampton.

**Carlisle Motor Services.**—Carlisle Chief Constable reports that there are 47 motor omnibus services plying for hire within the city. Of these, 13 are purely local services, that is, services plying from the centre of the city to points within, or just beyond the city boundary. There are 32 buses licensed for the local services, but with the exception of week-ends, the usual daily number of vehicles in use is 30.

**Co-ordination of Bus Services.**—The Watch Committee of the Bolton Corporation has approved arrangements with the Ribble Motor Services, Ltd., for the co-ordination of the bus services between Bolton, Egerton, Darwen and Blackburn.

**Bus Regulations.**—The North-East Coast Area Regional Advisory Committee on Traffic has decided to notify bus companies that all buses must be run strictly to timetable and that all destination indicators must show the correct destination before the departure of the vehicles.

**Crossley Orders.**—Crossley Motors, Ltd., Gorton, Manchester, have just received an order from the Aberdeen Corporation Tramways for seven 6-cylinder single deck coach chassis. This is the third repeat order they have received from the Aberdeen Corporation and it makes a total of twenty-two Crossley machines for Aberdeen.

**Proposed Fusion of Fylde Services.**—Another conference, attended by representatives of the Blackpool Corporation and the L.M.S. Railway Company, has taken place at Blackpool to discuss the fusion of motor bus services of Blackpool and the Fylde Coast, and the avoidance of overlapping and wasteful journeys.

**North Wales Motor Bus Services.**—Great developments in the transport services to and from Llandudno are expected this summer as the result of the numerous applications for licences which have been granted by the licensing authority to companies which propose to make Llandudno either the terminus or place of call in projected long distance road services. The Council intends to provide a parking ground to hold 200 motor coaches.

**A Good Start.**—In the forty-five weeks the Chester Corporation has been operating motor buses, it is estimated that a net profit of £5,000 has been made. The fleet consists of ten single deck and ten double deck motor buses.

**Profitable Motor Buses.**—Wallasey Corporation is employing profits from the motor buses to reimburse its losses on the tramways, which are being gradually superseded. The year's income from the buses, mainly double decker Leylands, is estimated at £116,655 and expenditure at £102,495, leaving, with a surplus of £5,479 brought forward last year, a net total for disposal of £19,639. Of this £12,000 goes to relief of the tramway account.

**More Buses for Bolton.**—Bolton Tramways Committee has accepted the tender of Leyland Motors, Ltd., for the supply of ten motor bus chassis. The question of the bodies to be fitted has been referred to a sub-committee.

**Paris Surface Transport.**—In the last three months of 1930, Paris omnibuses and electric trams carried 239,000,000 passengers and travelled more than 40,000,000 kilometres.

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**Warsaw to Paris Bus Service.** — In connection with the signing of a Polish-French arrangement for the establishment of motor bus communication between Warsaw and Paris, via Berlin, Reuter's Trade Service learns that the buses will be fitted with seats that can easily be converted into beds, like a wagon-lit. The Warsaw-Paris service will be inaugurated on April 27th, when a group of tourists will leave to visit the Colonial Exhibition at Paris.

**Licences Transferred.**—At the Watch Committee of the Watford Corporation, it was reported that the Watford Co-operative Omnibus Co. had disposed of their business to Mr. Benjamin Holt to whom the Committee agreed to transfer licences.

**Brighton Motor Coach Station.**—Brighton Watch Committee has asked the Chief Constable to report as to the provision of a central station for motor coach passengers.

**Licences Granted.**

The Licensing Committee of the Dartford U.D.C. has granted eight licences to Orange Coaches (Chatham), subject to proposed stopping places in Dartford being situate on the Princes Road and not in the town and to the route being via Bexley Bye-pass (Rochester Way).

The Watch Committee of the Sheffield Corporation has granted an application of Mr. Henry Grocock for a licence to ply for hire in connection with an authorised service Sheffield to Bridlington and Scarborough.

The Watch Committee of the Sheffield Corporation has granted an application by Mr. S. B. Hogg, of Sheffield, for licences for motor buses on a service from Sheffield to Great Yarmouth.

The Licensing Committee of the Otley U.D.C. has granted permission to the West Yorkshire Road Car Co., Ltd., to run a bus service from Otley to Timble.

The Watch Committee of the Walsall Corporation has granted licences to ply for hire in Walsall to Messrs. Wood Bros., Ltd., of Blackpool, in respect of a proposed new bus service from Newcastle-under-Lyme to Birmingham.

At the Watch Committee of the Cheltenham Corporation, a letter was received from the South Wales Express, stating that they had been running a London to Swansea Service, through Cheltenham, for the past two years, and making application for four licences for buses which were licensed by the various towns on this route and also applying for the transfer of eleven licences held by the Queen Line and Baldock Motor Transport, Ltd. The Committee recommended granting the application.

The Watch Committee of the Chesterfield Corporation has granted licences to Mr. D. Dimbleby to ply for hire daily between Chesterfield and Ashover.

The Watch Committee of the Chesterfield Corporation has granted licences to the East Midland Motor Services, Ltd., to ply for hire in Chesterfield on their Sheffield to London route.

The Licensing Committee of the Bournemouth Corporation has granted permission to Highways (Bournemouth), Ltd., to utilise two licences granted last year for use in respect of the Bournemouth-Birmingham service for the Bournemouth-London service.

At the Watch Committee of the Merthyr Corporation, the Town Clerk reported that in accordance with the request of the Ministry of Transport, licences for three buses had been issued to the Rhondda Tramways Co., Ltd., for the Merthyr to Cardiff services, subject to the usual conditions, which included prohibition against the picking up and setting down of passengers within the borough of Merthyr Tydfil.

The Watch Committee of the Chorley Corporation has granted licences to Mrs. M. E. Green to ply for hire in connection with a service of express buses between Manchester and Blackpool.

At the Watch Committee of the Cheltenham Corporation, Mr. McCormick attended and applied on behalf of the Cheltenham District Traction Co. for consent to run a bus service from St. Paul's Road to Leckhampton. Consent was given, the Corporation reserving power to withdraw the consent and also reserving power to allow other buses on this route.

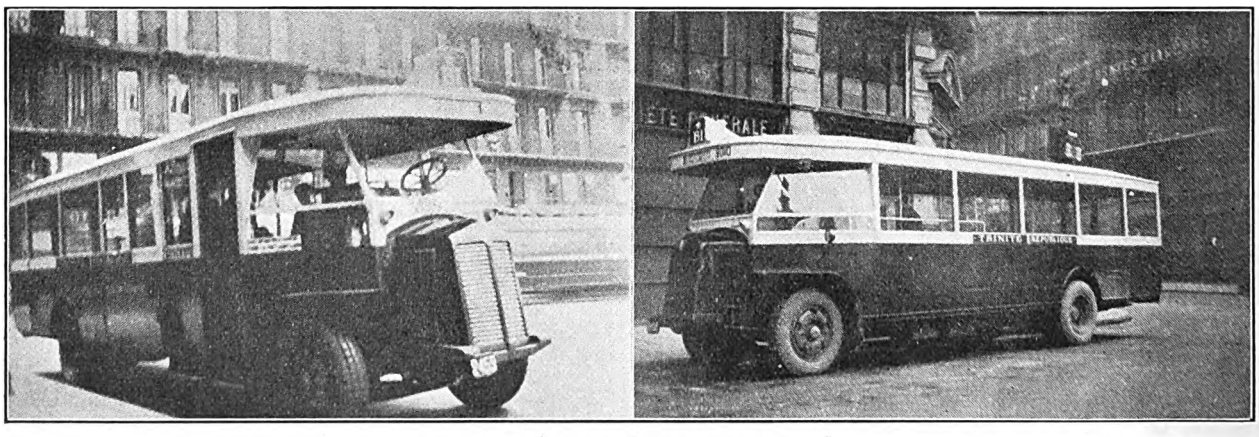
## A New Type of Bus for Paris.

The past few days has seen the introduction, by the "Société des Transports en Commun de la Région Parisienne," of a new type of bus for service on the Paris streets, in an effort to reduce the cost of passenger transport. These buses, which are of the one man operating type, are mounted on 25/55 h.p. 4 cylinder Renault chassis, fitted with 38 in. by 8 in. pneumatic tyres.

The body work has been designed and carried out by the company in their own workshops. Each bus has a total capacity of 38, 26 seated and 12 standing up. There are separate doors for entrance and exit, which are worked by compressed air, the control levers being placed conveniently by the side of the driver. Immediately in front of the passenger, on entering, are placed the two machines for the obliteration of the tickets, which may be either of the normal or special workman's weekly type. The tickets are easily inserted by the intending passenger and the obliteration carried out by a movement of a lever.

To use this new service it is necessary to be provided with tickets before entering the bus. These tickets may be obtained from the companies offices or from conductors on other routes or else out of slot machines which have been placed at the more important stopping places along this new route. The fare is 60 cent. for the whole distance of approximately 2 km. 500 c. or nearly an equivalent rate of ¾d. per mile.

For short routes where there is a flat rate fare this new system has many advantages, but whether it will prove adaptable to the longer routes remains yet to be seen.



Photos.] NEW 25/55 H.P. RENAULT BUS IN PARIS. [World's Carriers.

LEFT: NEAR-SIDE VIEW, SHOWING DOORS FOR ENTRANCE AND EXIT, FORMER OPEN AND LATTER SHUT JUST REAR OF FRONT AXLE; RIGHT: THREE-QUARTER OFF-SIDE VIEW.

**Mail Transport Re-organisation.**—By May 1st, the Liverpool postal authorities will have completed the re-organisation of its transport services, the most important change being the operation of an independent fleet of vehicles instead of handing the work over to motor haulage contractors.

**Institution of Petroleum Technologists.**—The Annual General Meeting of the Institution of Petroleum Technologists will be held at the House of the Royal Society of Arts, John Street, Adelphi, London, W.C.2, at 5.30 p.m., on March 31st. The offices of the Institution are at Aldine House, Bedford Street, Strand, London, W.C.2.

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# London Traffic.

## Proposed London Traffic (Oxford Street) Regulations.

THE Minister of Transport has had under consideration the traffic conditions in Oxford Street and the steps which might be taken to increase the safety of vehicles and pedestrians and to reduce the present congestion and delay in that thoroughfare. He has decided that these objects can best be promoted by the installation of traffic control signals and by certain restrictions upon traffic movements. He has accordingly decided to introduce a system of traffic control by light signals in Oxford Street between Marble Arch and St. Giles' Circus. The system will aim at co-ordinating the movement of traffic at each street intersection so as to enable a continuous flow of traffic to take place throughout the whole length of the thoroughfare at a predetermined speed. It is proposed that the signals should be of the "three-way" type.

A study of the analysis of the volume and flow of traffic at different times in Oxford Street and adjacent thoroughfares, and of the types and direction of vehicles of which the traffic is composed at each intersection, has shown, the Ministry points out, that it would be impracticable to introduce a signalling scheme with any hope of success unless certain movements of traffic are prohibited and certain restrictions placed upon vehicles waiting in the streets.

The Minister, therefore, proposes to make Regulations, not earlier than May 1st, in regard to traffic in Oxford Street and certain thoroughfares in the neighbourhood, with a view to:—(a) restricting waiting vehicles; (b) prohibiting, in certain circumstances, various classes of slow moving traffic; (c) prohibiting turning round in the street; (d) converting certain streets into "one-way" streets, and (e) eliminating right-hand turns at certain road junctions.

It is proposed to give effect to these Regulations a few weeks before the traffic control signals are brought into operation in order that persons affected may become accustomed to the revised arrangements.

Any person acting in contravention of any of the provisions of the Regulations, unless he so acts upon the direction or with the permission of a Police Constable in uniform, will be liable to a fine not exceeding £5.

Copies of the draft Regulations, price 2d., can be obtained from the Ministry of Transport, and any representations in regard to the draft Regulations must be made in writing to the Secretary, Ministry of Transport, 7, Whitehall Gardens, S.W.1, not later than April 1st.

In the scheduled area the proposed Regulations provide, *inter alia*,

(i) That between the hours of 12 noon and 7 p.m. on Monday to Friday and 12 noon to 3 p.m. on Saturday, vehicles may not wait in any scheduled street for a longer time than is necessary for persons to board or alight therefrom;

(ii) That in any case the loading and unloading of vehicles can be reasonably undertaken in a side street outside the scheduled area it shall not be affected in a scheduled street.

(iii) That where the loading and unloading must be performed in a scheduled street a vehicle shall not stand for a longer period than fifteen minutes.

The Regulations also propose to place under control certain practices in connection with the loading and unloading of vehicles which cause obstruction to traffic, e.g., depositing goods on the footway and carriageway, the use of ropes, chains, etc., across or over the carriageway or footway, and the passing of goods from hand to hand across the footway or carriageway.

Certain exceptions are made in respect of vehicles employed on building operations and exceptions are also provided in favour of persons in charge of vehicles used in connection with the removal of obstructions to traffic or urgent repairs to the streets, pipes, mains or under-ground conveniences.

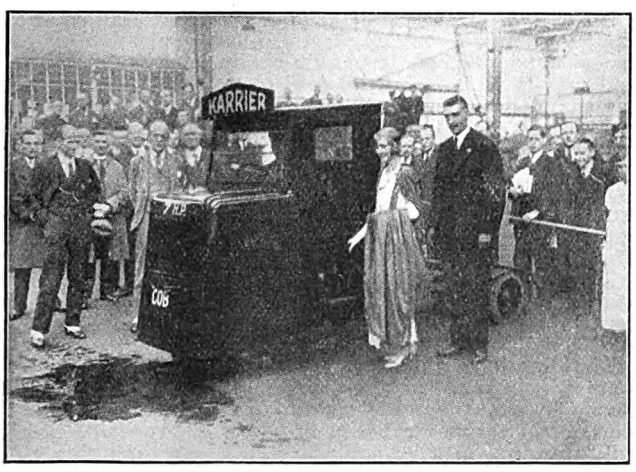
PROHIBITION OF SLOW-MOVING TRAFFIC.

It is proposed that during the prescribed hours no owner or driver of any vehicle: (a) for the time being restricted by Section 10 of the Road Traffic Act, 1930, or any Regulations made thereunder to a speed of less than 8 miles per hour, or (b) drawn by horses or other animals, or (c) drawn or propelled by hand shall cause or permit such vehicle to be in any street or part of a street within the scheduled area unless the vehicle is proceeding (1) to a destination within the scheduled area, or (2) to a destination outside the scheduled area to which there is no access for such vehicle except through part of the scheduled area.

Provided that nothing in this Regulation shall apply to prevent any vehicle crossing any street or part of a street within the scheduled area at any road junction where crossing is not prohibited by the Regulations.

# Railway Queen's Visit to Huddersfield.

FOR the information of our readers, the railway Queen, who holds office for twelve months only, is selected from photographs of railway employees daughters who are between the ages of twelve and sixteen. The railway Queen stands for peace, industrially and internationally, and it is her duty to endeavour to stimulate a spirit of goodwill, amongst the railwaymen of some other country with a view to combining for the abolition of war. Each railway Queen is requested by the retiring Queen to endeavour to obtain a link for her chain of office from the railwaymen of another country. In previous years, links have been obtained from the railwaymen of France, Holland and Germany and the present Queen who was selected from 400 candidates by the Lady Mayoress of Manchester, the President of the Royal Manchester Institute and Mr. T. C. Dugdale, the eminent portrait painter, is to visit Austria during her period of office. During her visit to Huddersfield, on February 20th-22nd, inclusive, amongst other factories visited was that of Karrier Commercial Motor Vehicles, which visit was particularly appropriate in view of the close co-operation between this firm and leading railway companies. The Queen was accompanied by the following railway officials; Mr. T. Topping, J.P., Mr. Brereton, Station Master, C. E. Fry, Passenger Agent, and Mr. J. W. Longhorn, Goods Agent and her Secretary, Mr. H. H. Neilson, and the local area Secretary Mr. J. E. Lawton, was received at the Karrier Works by Col. Pickering, D.S.O., T.D., J.P., on behalf of the directors and the following officials of Karrier Motors, Ltd.:—Mr. W. E. Dewhurst, secretary; R. Dean Averns, chief engineer; Mr. J. H. Arton, works manager, and N. Akroyd, publicity manager. After the introduction there followed a tour of the works. Later in the morning, before the whole of the works staff, Miss Dumelow perfomed the ceremony of christening the first production model of the Karrier "Cob" a three-wheel tractor which has been designed and built for the express purpose of replacing the draught horse, and which is considered by the railway companies as likely to have a far reaching effect in improving their local delivery services. Following the presentation to the Queen and her attendants of boxes of chocolates and souvenirs of the visit in the form of booklets describing the works, the Queen left between cheering crowds of employees.




THE NATIONAL RAILWAY QUEEN, MISS L. DUMELOW, OF DERBY, WITH COL. PICKERING, D.S.O., T.D., J.P., DIRECTOR OF KARRIER MOTORS, LTD., ALONGSIDE THE "COB" THREE-WHEEL TRACTOR AFTER THE CHRISTENING CEREMONY.

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# Transport in Scotland.

**Bus Routes in Glasgow. Important Judgment.**—In an action raised by the Lanarkshire Traction Company against the Magistrates' Committee of the Corporation of Glasgow for the purpose of having their rights in relation to the running of omnibuses within the City of Glasgow, with or without certificates, judgment for the Company was given by Lord Mackay in the Court of Session. Lord Mackay held that the pursuers were entitled to provide, work and use omnibuses within the City of Glasgow to a distance of five miles from any point on the Company's tramways as existing at December 20th, 1929, and that without the necessity of obtaining certificates for the omnibuses under the Glasgow Police Act, 1866. His Lordship said that in his opinion the pursuers, taking the most general ground, were entitled to challenge the Magistrates' Committee, for that was their opponent, to show the Court under what authority they proposed to impose the necessity of a certificate issuing from that Committee upon a public utility body centred outside Glasgow and having Parliamentary franchise to extend their runs into Glasgow. They were also entitled, in his opinion, to put the onus on the Committee to show wherein resided their power to impose, not so much, conditions in general, but conditions of the nature of those attacked. The general onus was remarkably reinforced by the fact that for many years all such vehicles ran without such demands. The objectionable conditions were:—(a), and most forcibly, the delimitation of a central area in Glasgow wherein all running, or possession of stations, or taking up or setting down of passengers was forbidden: in short, what the defenders described as an endeavour "to isolate an area in the centre of the city from the operations of the long-distance buses"; (b) the regulation of the exact routes to be followed, and the stopping places to be permitted within the five mile area. In his judgment, not only for the period from 1866 to 1888, but for the period from 1888 up to March 1st, 1930, the pursuers were on various grounds entirely exempt from taking out certificates with the obnoxious conditions. From the point of view of an operative declarator here and now a certain difficulty was created by the peculiar provisions of the Glasgow Corporation Act of 1929. He thought it would be more correct to express his conclusion as regarded the short period since March 1st, 1930, if he put it alternatively. Either upon two of the lines of thought the pursuers' vehicles were not the proper subject of application for a certificate at all, or, alternatively, if they did not fall formerly under the necessity of a certificate, that certificate in their case was not properly tendered if it contained the obnoxious conditions referred to, for such matters as were there introduced, could and should be effected by by-law only.

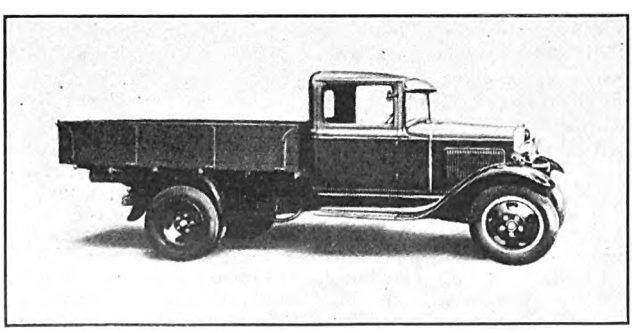
**Glasgow's Bus Bodybuilding Scheme Rejected.**—By a narrow majority a special meeting of the Transport Committee of Glasgow Corporation refused approval to a proposal advanced by Councillor P. J. Dollan, that a committee of five be elected to work out a scheme for a municipal company, whose function would be to build bus bodies at Coplawhill. The Chairman pointed out that the Corporation had unanimously agreed to apply for powers to build buses, which have already been granted to four other cities in England—Liverpool, Manchester, Southampton and Sheffield. The General Manager, Mr. McKinnon, expressed the opinion that bus bodies could be built by the department better and cheaper than by private companies.

**Scottish Motor Traction Co., Ltd. Annual Meeting.**—At the annual meeting of the Scottish Motor Traction Company held last month in Edinburgh, a dividend of 10 per cent., less tax, on the Ordinary shares was approved. The Chairman, Mr. A. J. Paterson, pointed out that they had been able to write off the whole of the preliminary expenses, amounting to £11,829, in this, the first account submitted to the shareholders and to make a beginning in writing off goodwill. He further stated that the agreement entered into with the railway companies in August, 1929, had worked out satisfactorily and amicably. The reports and accounts were adopted and the carrying forward of the balance of £21,026 to the current account was approved.

**Commercial Users and the Road Traffic Act.**—Under the auspices of the Scottish Commercial Motor Users' Association, addresses were given in Aberdeen on Monday, February 23rd, on the New Road Traffic Act as it affects users of commercial vehicles. The principal speakers were Mr. E. Graham Guest and Mr. John W. Loudon, who dealt with such questions as reckless driving, the responsibility for damages to a road through extraordinary traffic, drunkenness whilst in charge of a vehicle, and the number of hours to be worked by employee drivers.

# The Ford 30-cwt. Truck on Trial.

By invitation of the Ford Motor Co., Ltd., Trafford Park, Manchester, our representative recently took a trial run on the Ford 30-cwt. truck. The journey covered some seventy-five miles of typical road, including several considerable hills recognised as suitable hills for trial purposes; also the vehicle's handiness in congested traffic was demonstrated. There was nothing to complain about



THE 30-CWT. FORD TRUCK, TWIN REAR WHEELS.

in any respect concerning the behaviour of the vehicle and we can confidently recommend it to our readers who require a vehicle of such capacity at moderate cost, as being suitable in every way. The chassis with 131½ in. wheelbase costs £174 single tyres all round, £181 10s. with twin rear wheels. The long wheelbase model (157 in. wheelbase) costs £190 and the passenger chassis £195.

The vehicle has excellent acceleration and particularly easy control. The following is a brief specification:—

The engine is a four cylinder en bloc casting. Bore: 3.875 in. Stroke: 4.25 in. Brake horse power: 40 at 2,200 r.p.m. It has a detachable cylinder head. Camshaft is driven through helical toothed gear. The pistons are of aluminium alloy. Lubrication is by pump, splash and gravity feed. Gravity feed to the main bearings and camshaft bearings. Submerged gear oil pump surrounded by large filter gauze. Connecting rods, gudgeon pins and cylinder walls are splash lubricated from troughs under the big ends. Cooling is pump assisted thermo-syphon. The carburetter is the Ford gravity feed type from Terne Plate steel tank under scuttle. The tank capacity is 9 gallons. Three petrol filters are provided. The front end of the engine is carried on a spring support.

The ignition system is the Ford petrol type with manual spark control giving 20° advance. The starter motor generator and battery are Ford, the latter being of 6-volts and 80-amp. hour capacity.

The lighting system consists of black finished head lamps with rustless steel rims, fitted with fluted anti-dazzle lenses. Parabolic side lamps with rustless steel rims. An automatic "stop" light is incorporated in the tail lamp. The gear box and engine are built integral. The gear box provides four speeds and a reverse, taking its drive from the engine through a single plate specially dished driving disc. The rear axle is of steel construction with three-quarter floating spiral bevels.

The foot brake acts on all four wheels and the hand brake in rear wheel drums. The wheels are steel disc. Twin wheels on rear are optional. Steering is the Jemmer three-quarter irreversible. The front spring is transverse semi-elliptic and the rear springs full cantilever.

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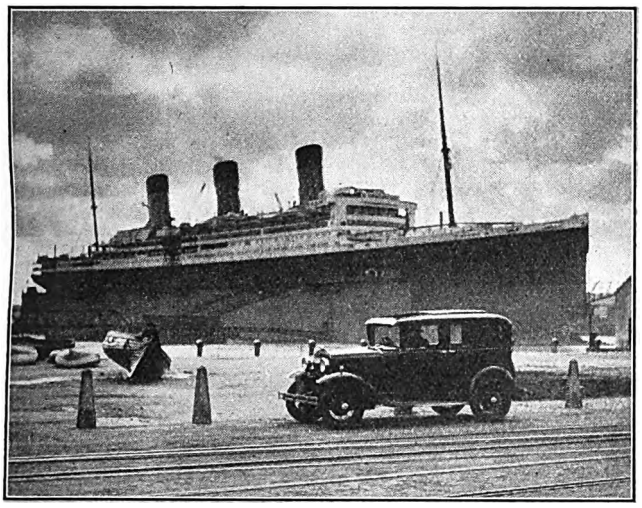
# News from the Ports.

**Large Increase in United States Shipping.**—American shipbuilding during 1930 practically doubled in tonnage over 1929, says Reuter's Washington correspondent. The Department of Commerce has estimated the total of world shipbuilding for last year at 2,889,000 gross tons. The United States contributed 246,687 tons, attaining second place among world countries. Great Britain and Ireland held first place with ship launchings of 1,478,563 tons. In the past few years an active propaganda for a powerful American mercantile marine has been carried on by shipping interests and "Big Navy" advocates, who declare that the United States can never equal Great Britain upon the sea until the former has an equal number of fast liners which would be converted into commerce raiders in time of war.

**Ocean Majesty.** — Our illustration shows the trans-Atlantic liner, "Majestic," in the floating dock at Southampton. There is a strong contrast between the immense bulk of the ocean monster and the Ford Saloon in the foreground, each being remarkable in its own sphere.



S.S. "MAJESTIC" AT SOUTHAMPTON—FORD SALOON IN FOREGROUND.

**P. & O. Cruises, 1931.**—The P. & O. Steam Navigation Company, 122, Leadenhall Street, London, E.C.3, have issued illustrated Cruise Booklets detailing Northern and Southern Cruises to be made by the "Ranchi" and "Viceroy of India" during the coming season. Attention is directed to the fact that, since the issue of the preliminary itineraries Booklet, Cruise "K" (August 22nd—September 4th) has been re-cast and will now start from Southampton for Vigo, Gibraltar, Alicante, Palma, Algiers, Cadiz and Arosa Bay. Cruise "J" will terminate at Southampton instead of London, leaving Rotterdam at 4 p.m. instead of 7 p.m., on Friday, August 21st.

**Townsend Bros. Ferries, Ltd. Daily Ferry Service to the Continent.** — Townsend Bros. Ferries, Ltd., 101, Leadenhall Street, London, E.C.3, inform us that their daily ferry service to the Continent will be resumed on March 30th. The fast twin-screw car and passenger ferry steamer, "Forde," which has recently entered the service, has excellent passenger accommodation including boat deck and upper deck saloons and a ladies saloon under the charge of a stewardess as well as three private staterooms. There is a refreshment bar, a wireless telegraph service, and all the accessories of a first class passenger steamer. This year the Company are changing the berth at Dover to one which will result in considerable saving of time in the ship leaving port for Calais. There is a special tariff for cars, and special rates are quoted for heavy motor vehicles and motor coach parties. The Company are reverting to their original passenger fare of 10/- single (children between 3 and 12 years of age half fare).

**Italy. Duty on Motor Cars.**—A Rome message says that the Government notifies a decrease in the duty on imported motor cars accommodating not more than six passengers and weighing not more than 2,600 kgs. (5,720 lb.), providing the country of origin enjoys most-favoured-nation treatment. Cars coming within this category will now pay 95 (gold) lire per 100 kgs. instead of 440 (gold) lire. This reduction in duty opens up a much more favourable market for smaller British motor cars.

**Nippon Yusen Kaisha. Reduction in Fares.**—A Tokio message says that the Nippon Yusen Kaisha is reducing passenger fares for its different shipping lines by 25 to 35 per cent. this summer, believing that cheaper rates will eventually result in an increase in its total revenue.

**Brighter Steamers for the Clyde and Forth.** — The L.N.E.R. have placed a contract with Messrs. A. & J. Inglis, Ltd., Glasgow, for the painting of and repairs to their Clyde steamers, "Waverley," "Marmion," "Kenilworth," "Talisman," and "Lucy Ashton." The famous Firth of Forth Ferry Steamer, "William Muir," is also to be overhauled and re-painted for the coming season by the Grangemouth Dockyard Co., Ltd.

**Ferries Not Paying.**—The ferry boat between Jarrow and Howdon lost over £2,996 in the last 12 months; while in his annual report to the Tyne Improvement Commission, Mr. Francis Priestman (Chairman of the Finance Committee) spoke of the losses on the direct ferry and Whitehill Point ferry between North and South Shields, which have to be carried by the Market Place ferry, adding that the time was approaching when they might have to consider whether they could continue them.

**Tyne as Shipbuilding Centre.**—The gross tonnage of ships launched from the Tyne last year was 323,750, an increase of 52,000 tons on 1929. The Tyne's proportion of the total output of the United Kingdom increased from 18 per cent. in 1929 to 22 per cent. last year. The Tyne, indeed, occupied second place in the table of shipbuilding centres and had a larger increased output than any other such centre.

**Newcastle's Quay Extension.** — The contract for the proposed quay extension for the Newcastle Corporation has been secured by Sir Robert McAlpine and Sons, Ltd., of Pall Mall, London. Their order is for the piling and ferro-concrete main structure. The capital cost is estimated at £206,000 and the constructional period at about two years. The Unemployment Grants Committee is contributing about 27 per cent. of the total capital cost.

**Seahouses Harbour Extension.**—A further step has been taken in the Seahouses £25,000 harbour extension scheme at a conference of the authorities concerned in Newcastle. There was apparently agreement on the principle of the right of the County Council to levy precepts in respect to such schemes, but no definite decision was reached.

**Long Distance Call.**—Major J. A. Eckes, in his office at Langstaff Erembert and Co., Royal Liver Buildings, Liverpool, recently had a telephone conversation with Mr. Allen, of the firm of Messrs. Allen, Stark, Ltd., of Brisbane. The Brisbane call was received in Liverpool about 3.30 p.m., the Australian time being then about 2 a.m.

**Manchester S. & F.A. Conference.**—At the sixth annual meeting of the Manchester Shipping & Forwarding Agents' Conference, the following officers were elected:—Mr. A. Talbot (of Van Oppen & Co., Ltd.), chairman; Mr. N. N. Bird (of Herbert Watson & Co., Ltd.), vice-chairman; Mr. W. A. Reeves (of Schenkers, Ltd.), hon. treasurer; Mr. J. H. Allen (of Stockwell & Co., Ltd.), hon. secretary. Thanks were tendered to Mr. H. P. Lumb, the retiring chairman, for the valuable work he had rendered in the inauguration of the Conference, and as its chairman for the past six years. Mr. Lumb was unanimously elected to serve on the Committee. Owing, no doubt, to the general trade depression, the membership of the Conference had not increased to the extent desired. The Committee is of the opinion that if Forwarding Agents were aware of the value of the work of the Conference, affiliated as it is to the British Association of Shipping and Forwarding Agents, more firms would certainly join, because there are many point which can be more satisfactorily handled co-operatively than individually. We are asked to give an open invitation to Manchester shipping and forwarding agents who are not members to communicate with the Hon. Secretary, Mr. John H. Allen, at 17, China Lane, Manchester.

**Freight Charges.**—Recently there has been an investigation into rates of freight charged from Continental ports in comparison with those from British ports to the same destinations. This has led to the Transport Committee of the Liverpool Chamber of Commerce applying

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to the Conference Lines concerned for a discussion of the issues raised with a view to securing adjustments.

**Liverpool Shipping and Forwarding Agents' Association.**—The Council of the Liverpool Shipping and Forwarding Agents' Association is still dealing with the question of unfair competition by shipping agents, some of whom are known to have used commissions received from their employers, to get traffic which ordinarily would have been handled by the shipping and forwarding agent. Arrangements are now being made by the Council to obtain an interview with the chairman of the Liverpool Steamship Owners' Association in order that the cause of grievance might be speedily removed.

**Manchester Ship Canal's 6,000,000 Tons.**—At the 73rd annual meeting of the Manchester Ship Canal Company, Mr. Alfred Watkin, the chairman, said the company's traffic was only down 249,286 tons out of a total of over 6,000,000 tons of sea borne traffic—a reduction of 3.9 per cent. on last year. The net revenue for the year 1930 amounted to £724,229, as compared with £801,994, a decrease of £77,765. It has been decided to close down five of the smaller stations on the Bridgewater Canal as the traffic has reached the point when their retention is no longer profitable. The monthly traffic return of the Manchester Ship Canal Company for January shows that revenue amounted to £106,706, or £9,714 less than for January, 1930, and £9,073 less than for January, 1929. Possibly the strike in the cotton trade has had something to do with the reduced receipts though January figures compare very favourably indeed with the preceding few months.

**Lower Dues would Help Trade.**—Messrs. Alfred Holt and Company are the largest individual payers of Suez Canal dues in Liverpool and one of the largest in the world. Capt. J. R. Hobhouse, of this firm, told the Liverpool Chamber of Commerce that if Europe was to continue to compete with Japan, India and China in the Far Eastern market, it would have to get down its transport costs as well as its manufacturing costs. If shipowners could get 20 per cent. off the Suez Canal dues, it would enable them to give advantages to shippers from Europe which might have very considerable effect in increasing their trade.

**New Shipping Services.**—Miss F. E. Harley, proprietress of the Irish Coast Shipping and Haulage Co., of 49, South Castle Street, Liverpool, intends to charter small cargo steamers for a new cargo service between Liverpool and Dublin, Belfast and three other Irish ports. The service will be a weekly one, and if sufficient business is not forthcoming for one vessel to run to each port, one boat will call at Cork and Waterford, a second at Belfast and Londonderry and a third at Dublin.

**Gulf Shipping Conference.** — Representations have recently been made to the Gulf Shipping Conference, New Orleans, concerning the rates of freight on hardwoods. The Conference has informed the Liverpool Chamber of Commerce that they cannot give an assurance that lower ocean freights on hardwood would not be given to Continental ports than those effective to United Kingdom.

**Clyde Navigation Trustees.**—In connection with the efforts of the Clyde Trust to develop trade at Glasgow Harbour and encourage direct shipment of supplies from dominions to this country, the High Commissioner for the Union of South Africa visited Scotland last month as the guest of the Clyde Navigation Trust. During his brief stay he investigated for himself local market facilities and also met traders interested in the products of his country. Speaking at a luncheon in Glasgow, held under the auspices of the Federation of British Industries, the Commissioner said he had undertaken to make representations to his Government, and to gain the support of public opinion, on the subject of direct shipments from South Africa to the Clyde. By reciprocity, Glasgow could help South Africa. Britain purchased about £15,000,000 worth of raw material from South Africa, which, in return, bought from Britain over £35,000,000 worth of goods. The result was that South Africa had to sell in foreign markets, and had therefore to buy there as well. In an interview, Mr. Harold M. Ford, commercial manager of the Clyde Trust, stated that the visit of the High Commissioner was the first tangible move that they had made in regard to South African trade. The visit, he thought, would produce evidence of the neglect by South Africa of the Scottish markets, so far as many of South Africa's primary industries were concerned.

**The Port of Drogheda.**—The number of vessels which entered the port of Drogheda, County Louth, during 1930 was 258, 14 less than in 1929. This decrease was due to reduced sailings of vessels belonging to the British and Irish Steampacket Co., who are the principal users of the port. As many as 159 tramp steamers arrived during 1930, and there were 21 vessels of foreign nationality, five of which had brought cargoes of sugar to Drogheda. There was a tonnage decrease during 1930 to the extent of 1,238 tons, as compared with 1929.

**Irish Free State Trade with the Mersey on the Increase.**—The volume of trade passing between ports in the Irish Free State is steadily on the increase so far as the Mersey is concerned. The Clyde Shipping Co., of Glasgow, has placed a new steamer, the "Rockabill," on the Waterford-Liverpool service, and this well-equipped vessel has superseded the steamer "Arklow," which was one of the very oldest ships plying between Free State ports and Great Britain. The "Arklow" was built in 1886 for the old Waterford Steamship Co., and she was taken over by the Clyde Shipping Co. in 1912. For upwards of 44 years past the "Arklow" had traded regularly and very successfully between Waterford and various British ports, carrying passengers and goods. She is now replaced by a modern and more powerful vessel.

**The Port of Waterford.**—The past year was a good and satisfactory one for the port of Waterford, and the annual report of the Waterford Chamber of Commerce gives details of increased trade and commerce. The report stated that the shipping trade of Waterford for the past twelve months showed all-round increases, both into and out of the port. Waterford had now become one of the most up-to-date ports for the handling of livestock, and was capable of dealing with all classes of traffic in a most advantageous manner. The Directors of the Chamber of Commerce have been unremitting in their endeavours to improve trading conditions. They have been in touch with a number of manufacturing firms in Great Britain in the hope that some of the convenient sites available at Waterford might be utilised for the starting of branch factories at Waterford.

**Dock and Harbour Authorities' Association.**—Members of the Belfast Harbour Board were delighted at the honour paid to their chairman, Mr. R. E. Herdman, D.L., who has been elected president of the Dock and Harbour Authorities' Association. He is the first Irish president. The annual meeting of the Association was held on February 18th last in London. Sir William C. Thorne is the Hon. Secretary of the Dock and Harbour Authorities' Association, and the offices are at 13, Victoria Street, London, S.W.1.

**Southampton Docks.**—The shipping tonnage entering Southampton Docks which, last year, in spite of abnormal depression in the shipping trade, registered the record total of over 17,000,000 tons, is still advancing. Passenger traffic is usually of very moderate proportions during the winter months and until the commencement of the North Atlantic season this month carryings by the restricted schedules are comparatively small. Interesting features of the March sailings lists affecting Southampton are the appearance of the new Rotterdam Lloyd motor liner, "Dempo," at the Docks on the 19th whence she sails on her maiden voyage to the Dutch East Indies on the 20th, and the inclusion in the North German Lloyd's sailings of the reconditioned "Munchen" under the new guise of the "General von Steuben." Extensive repair work carried out on the damaged "Munchen" has resulted in an entirely reconditioned ship which will figure in the German Company's intermediate service between Bremen and New York with calls at Southampton. The East Asiatic Company which for several years has maintained connection between this Port and Bangkok, and which last year doubled the number of sailings from Southampton will, this year, operate a three-weekly service to Bangkok. Early indications point to further records being set up during the present season in connection with imports of fresh fruit from South Africa. Although the season is yet in its infancy shipments of over 100,000 boxes of fruit, principally peaches and plums at this period, have been dealt with and these compare very favourably with the consignments handled during the corresponding weeks of last year, when the quantity of traffic passing during the "peak" period necessitated the chartering of extra vessels to cope with the huge volume of produce awaiting shipment.

**Complete Instructions for Shippers to the United States of America.**—Messrs. Radclyffe's, of 65, Victoria Street, London, S.W.1, have published this excellent booklet which cannot but be of considerable value to shippers to America. Shipping and Forwarding Agents interested in the American trade will also find that the 2s. 6d., the purchase price of the book, is money well spent. The guide has been revised to January 10th last.

*REUTERS TRADE SERVICE.—By special arrangement with Reuters Trade Service we are publishing news items from all parts of the world dealing with transport matters.*

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# Port of London Authority.

**Thames Pleasure Services, 1931.** Arrangements in connection with London's river pleasure services next Summer have been considered by the Port of London Authority. The following services will operate from the piers mentioned:

| To. | From. | Steamer, Launch. | Owned by. |
|---|---|---|---|
| Richmond and the upper reaches of the Thames. | Westminster Pier. | Launches owned by Joseph Mears | Launches & Motors, Ltd. |
| | | "Emily Maud" Launches. | Messrs. Bowers, Phelps & Sons. |
| The Pool and reaches between London and Greenwich. | do. | "Daphne" / "Queen Boadicea" / "Vera" | Mrs. C. M. Smith. |
| | | "Maldon Annie" | Mr. H. C. Lamont. |
| | | "Empress" | Mr. W. H. Bowers. |
| | | "Ernest and Rose" | Mr. E. T. Crawley. |
| | | "Britannic" | Mr. E. Thompson. |
| Southend, Margate and Ramsgate. | Tower Pier. | p.s. "Crested Eagle" / p.s. "Golden Eagle" | The General Steam Navigation Co., Ltd. |
| Clacton. | do. | p.s. "Laguna Belle" | East Anglian Hotels, Ltd. (E. Kingsman). |
| Aberdeen. | Westminster Pier for embarking passengers and luggage for the Aberdeen Steam Navigation Co. steamers. | Tender "Ich Dien" | The Aberdeen Steam Navigation Co., Ltd. |

**Buenos Aires Exhibition.** Of the 900 British firms who are exhibiting at the Buenos Aires Exhibition over 40 per cent. represent industries whose headquarters are in London and its environs. London is the only Port having a pavilion there, and Mr. A. E. Wildey, Public Relations Officer of the Port of London Authority, who has recently returned from a lecturing tour in Canada in the interest of the overseas trade of London, will represent the Authority at Buenos Aires.

**Tilbury Passenger Landing Stage.** Up to the beginning of this month 224 vessels, representing 1,205,285 net register tons, have embarked or landed 32,250 passengers at the P.L.A. Passenger Landing Stage at Tilbury since the stage was officially opened by the Prime Minister in May, last.

**P.L.A. Monthly.** The P.L.A. Monthly, the Magazine of the Port of London Authority, for March, contains some very interesting articles and excellent illustrations. A contributor in the course of an article, on "The Grand Surrey Canal," says:—"Of the nineteen bridges which span the Canal, one is, perhaps, unique. This is a lift bridge which was built about eighty years ago to carry a branch of the Brighton Railway. It is lifted at each corner by weights attached to wire ropes passing over groved wheels, and thus held up while the barges pass underneath. An interesting feature of the Canterbury Road Bridge, by the old Toll House, is that from it can be seen both the Tower Bridge and the Crystal Palace." The Editor of the P.L.A. Monthly is Mr. A. G. Linney, and the office of publication is at 110-111, Strand, London, W.C.2.

# London Link with the Trent by Canal.

**Grand Union Company Buys Three More Waterways.**

THE Grand Union Canal Company—the canal combine which, two years ago, brought under unified control five canals operating between London and Birmingham—announced recently that it has made arrangements to buy three more canals at the northern end of its system. The arrangements are subject to ratification and Parliamentary sanction.

The canals to be acquired have a total length of 37 miles. They are:—The Leicester Navigation (16 miles long); The Loughborough Navigation (9 miles long): and The Erewash Canal (12 miles long).

The acquisition of these three Midland canals, which link up the London-Birmingham and Leicester-Birmingham system with the Trent Navigation, represents the most important canal development in this country since the formation of the Grand Union Canal Company by the amalgamation of the Regent's Canal & Dock Company, the Grand Junction Canal Company, the Warwick & Napton Canal Company, the Warwick & Birmingham Canal Company and the Birmingham and Warwick Junction Canal Company. It follows swiftly on the recent report of the Royal Commission on Transport commending the voluntary amalgamation which led to the formation of the G.U.C., and expressing the view that "a process of amalgamation is a necessary preliminary to any development programme."

The length of waterways under the control of the Grand Union Canal Company will, when the purchase is completed, total nearly 280 miles—easily the longest trunk route canal in the country. A £1,000,000 scheme for widening and deepening the canal between London and Birmingham has already been approved, and the latest purchase means that the entire length of waterway between London and Trent Lock and beyond—where the Loughborough Navigation joins the River Trent—will soon be available, under unified control, for 14-ft. wide boats, except at two points, namely, Foxton Locks in Leicestershire and Watford Locks in Northamptonshire, where there are two flights of narrow locks only 7 ft. wide.

The immediate result of the purchase will be to give the coal-fields of Nottinghamshire and Derbyshire and the famous Leicestershire quarries a direct waterway to London. Leicestershire granite is already in great demand for road construction and repairs in the Home Counties and the South of England.

The system will tap other important industrial areas, which embrace the iron works of the Erewash Valley, and the electrical engineering works of the Loughborough district.

# Air Mail from England to Central Africa.

AT 8.45 a.m. on Saturday morning, February 28th, an air-liner of Imperial Airways ascended from the London air-port, Croydon, carrying the first air-mail from England to Central Africa. From London the route lies across Europe and above the Mediterranean to Cairo. Thence the mails will be flown by land-plane to Khartoum and on by flying boat to Mwanza, on Lake Victoria in Tanganyika Territory, the temporary terminus of the Central-Africa section of the Cape air route. The flight of 5,114 miles from London to Mwanza is effected in 9 days, as compared with more than 20 by surface transport, the cost of a half-ounce letter by air from England to Tanganyika Territory—including the aerial surcharge as well as the ordinary postage being only 7d. The opening of this new Empire air-line not only provides a regular air-mail from Britain to the Sudan and Central and Eastern Africa, but, in addition, brings India, Persia, and Iraq into aerial communication with the North-eastern half of Africa. The machine inaugurating the England-Central Africa service from London, an Armstrong-Siddeley "Argosy," carried official greetings from Government Departments in London to Administrations along the route, together with more than 10,000 letters, consigned in special covers, by collectors desiring tangible mementoes of the first Post Office dispatch of air-mail from England to Africa. Among those witnessing the departure of the air-mail was Colonel W. H. Franklin, High Commissioner of the East African Dependencies. From now onwards there is to be a weekly air-mail in each direction between England and East and Central Africa. When, this summer, the air-mail is continued on from East Africa to South Africa, completing the trans-African route, passengers, mails, and urgent merchandise will be air-borne from London to Capetown, a total of approximately 8,000 miles, in not more than 11 days, as compared with 17 days by surface transport. The passenger air-fare from London to Capetown will be £130. Many passengers are expected to make the aerial journey above Africa on account of the magnificent natural scenery, and glimpses of wild life, which they will be able to obtain from their bird's eye point of view. The main halting-points, on the route southward from Tanganyika, will be at Nairobi, Broken Hill Salisbury, Bulawayo, Johannesburg, Kimberley, and Victoria West. The use throughout the route of large multi-engined aeroplanes and flying-boats will ensure a maximum of reliability under all conditions.

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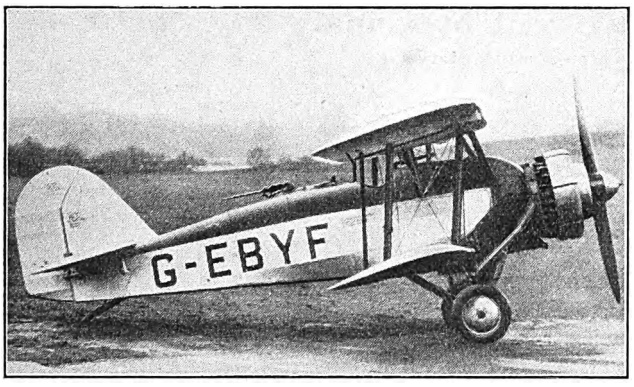
# Air Transport Notes.

**Aircraft and the Empire Exhibition.**—Almost every aircraft represented at the British Empire Trade Exhibition at Buenos Aires, which opened on March 14th, is fitted with the Handley Page slots. The machines actually at the exhibition, those used by the Prince of Wales for making his tours, those used for flying demonstrations and those on H.M. Aircraft Carrier "Eagle" are all slotted except the two types called the Flycatcher and the Nimrod, which are among those on H.M.S. "Eagle." These are not slotted because such types are awaiting the results of experiments now being done by the Air Ministry with the combined slot and interceptor. Of the slotted types on H.M. Aircraft Carrier, "Eagle," there are the Ripon torpedo carrier, and the Fairey III Fs. The Prince of Wales' personal machine is a slotted Puss Moth and the Gipsy Moth which is being exhibited is also slotted. The Westland Wapiti, which is doing a demonstration tour, is slotted as all other Wapitis. The number of Wapitis produced in series, all with the Handley Page slot incorporated, is now very great. The machine is a standard General Purpose aircraft of the Royal Air Force and has proved extremely well suited to the work, having performed notable services in India and elsewhere. The Avro 626 training aeroplane, which opens up novel possibilities in this type of machine, is also slotted.




THE ARMSTRONG WHITWORTH ATLAS 2-SEATER GENERAL PURPOSE AIRCRAFT.

**Armstrong Whitworth Aircraft and Armstrong Siddeley Aero Engines at the Buenos Aires Show.**—At the British Empire Trade Exhibition, now being held at Buenos Aires, Sir W. G. Armstrong Whitworth Aircraft Co., Ltd., Whitley, Coventry, will demonstrate a complete Atlas Army Co-operation aircraft at El Palomar aerodrome, and will exhibit, in an uncovered form, the front of the fuselage, the lower main plane and an aileron. In addition to this their proof loading test machine is shown and several cases containing sections of spars and ribs built on the Company's patented system of sheet construction are exhibited. The Atlas aircraft, with which demonstration flights will be carried out, is fitted with the Jaguar IV.C. engine and complete equipment, this being the machine of which large numbers have been supplied to the British Air Force for Army Co-operation duties. The Atlas has also been chosen by the British Air Force for advanced two-seater training. A complete range of Armstrong Siddeley air-cooled radial aero engines will be shown. The range comprises 10 engines varying from 80 to 800 h.p. and using 5, 7, 10 and 14 cylinders.

**Manchester Airport.**—To the Manchester Corporation Airport Committee, it has been reported that during 1930, there were 1,031 landings and 1,025 departures from the municipal aerodrome. Air taxis accounted for 108 landings and 113 departures; Imperial Airways, Ltd., for 78 landings and 78 departures; resident aircraft for 162 landings and 162 departures; and visiting aircraft for 208 landings and 209 departures.

**Air Service Training, Ltd.**—We have received a copy of the Preliminary Prospectus of Air Service Training, Ltd., Head Office, Aerodrome and Seaplane Base, Hamble, Southampton. The Directors are Air Marshal Sir John F. A. Higgins, K.C.B., K.B.E., D.S.O., A.F.C.; Mr. J. D. Siddeley, C.B.E.; Mr. S. W. Hiscocks; Mr. F. P. Scott and Group Capt. R. J. F. Barton, O.B.E. (School Commandant). The Prospectus points out that with the world-wide growth of aviation, the need for the formation of an International Training Establishment has become more and more apparent. An enterprise of this kind must be thorough in its methods, modern in its equipment and authoritative in its teaching. Such an organisation is now a reality for Air Service Training, Limited, is an undertaking formed with the full approval of the British Air Ministry to provide the most complete and up-to-date flying instruction on land and sea for pilots of British and Foreign nationality. The opening date is Tuesday, April 14th next. The object of the School is to promote and develop aviation generally and to give a training in flying and the allied ground subjects on similar lines to those employed in the British Air Force. The training given will appeal particularly to officers of foreign nationality who desire to be trained by the most modern methods and on aircraft such as are used by the Royal Air Force. The aerodrome is situated at Hamble, five miles from Southampton, and comprises 200 acres of level turf. It adjoins a fine stretch of Southampton Water where the seaplane training is carried out, so that its position as a land and sea training station is unique.

**Air Services in America.**—Air transport lines under the American flag experienced the heaviest traffic in their history during 1930, according to a report compiled by the Aeronautical Chamber of Commerce of America, Inc., for publication in the Aircraft Year Book for 1931. Thirty-four big air transport lines, operating regularly over more than 50,000 miles of airways in the United States, Southern Canada and a score of Latin American countries, carried 385,910 passengers during 1930, the report says, representing an increase in passenger traffic of 133 per cent. compared with 1929, the previous peak year. The 34 air lines flew 28,833,967 miles, a 42 per cent. increase in miles flown by scheduled operators. There was a marked increase in the safety and efficiency of the air transport passenger service on the scheduled air lines during 1930. An American aeroplane carrying ten passengers flew a distance equal to fifteen times the distance around the earth at the equator for each passenger fatality recorded. In other words, 3,900,000 passenger miles were flown for each passenger fatality. Less than seven per cent. of the 53,000 trips scheduled were cancelled or not completed. Bad flying weather accounted for 91 per cent. of the incompleted trips, and 6.44 per cent. of the cancelled schedules were due to insufficient traffic. Mechanical difficulties were responsible for only a minute fraction of the incompleted trips. Over 8,000,000 pounds of air mail were carried by these air lines in 1930, an increase of about 1,000,000 pounds on 1929, the previous highest year. Air express carried on scheduled air transport lines also showed an increase at 286,798 pounds compared with 197,538 pounds the previous year. This figure does not include about 2,000,000 pounds of freight carried by an exclusive freight service operated by a private company in the middle west.

**Swedish Air Services.**—The programme for Swedish air services in 1931 has been completed by Aktiebolaget Aerotransport and only awaits Government approval. The new features are as follows:—The flying season is extended by two months, double machines are to be used on the Continental lines, and communications with Holland, London and Paris are to be speeded up. The continental line, run by Aerotransport in co-operation with the Dutch company, resumes regular services on March 16th, which is about a month earlier than usual; in the autumn the services will also continue for a month longer. In future the planes on this line will not land immediately at Hamburg, and as other improvements will be made the time taken on the Sweden-London journey will be considerably shortened. Planes leaving London at 12.30 will arrive at Malmoe in time for the night express for Stockholm. On May 1st a French-Belgian air service to Malmoe will be inaugurated. Traffic on the Stockholm-Helsingfors line will also open on May 1st and continue until November 1st, a month longer than last year. According to the report of Aerotransport for 1930, night flying with mails was kept up during four months of the year. The company intends to increase this time every year until in a few years mail services will run all the year round.

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# Railway Notes and News.

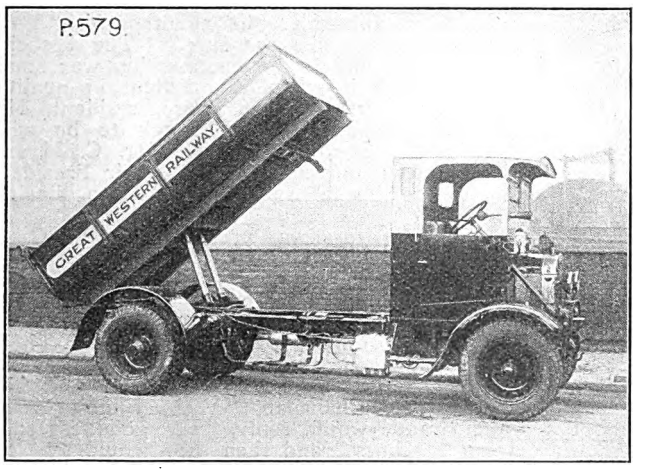
**The Railway Barometer.**—The railway traffic receipts of the four group railway companies have now been published for the first 8 weeks of 1931 compared with the same period in 1930 and 1929, and are as under:—

| | 1931 | 1930 | 1929 |
|---|---|---|---|
| | £ | £ | £ |
| Passenger ... ... | 8,790,000 | 9,349,000 | 9,167,000 |
| Merchandise, etc. | 8,248,000 | 9,818,000 | 9,571,000 |
| Coal, Coke, etc. ... | 5,481,000 | 6,024,000 | 6,144,000 |
| Total ... | 22,519,000 | 25,191,000 | 24,882,000 |

The comparison for weeks 5 to 8 of 1931 compared with 1930 reveals a considerable falling off in receipts for all classes of traffic. The dispute in the Lancashire Cotton Industry which finished on the 14th February last has adversely affected the 1931 receipts, also the period of 1930 with which comparison is made was prior to the present state of trade depression in the country.

**London & North Eastern Railway Holiday Handbook.**—The 1931 Edition of the L.N.E.R. Holiday Handbook has made its appearance on the bookstalls. This book, bound in brilliant green covers and containing 860 pages with 250 illustrations is packed with reliable information regarding holiday resorts from Southend to Lossiemouth; comprehensive lists of hotels, boarding houses, private houses and farms catering for visitors, cafés, restaurants, cinemas, etc., are given together with maps of England and Scotland and street plans of the principal resorts. The illustrations are mostly in photogravure of various tints. The book is on sale at 6d. per copy at all L.N.E.R. station bookstalls and the principal booksellers.

**London, Midland and Scottish Railway Summer Guide.**—A Summer Holiday Guide has made its appearance on the bookstalls. It is the 1931 issue of "Holidays by L.M.S." and is sold at the modest price of sixpence. 100,000 copies, weighing 170 tons, have been printed. Within the guide's 800 pages some 568 places are described and a list of over 6,000 hotels, boarding houses, etc., given. There are 262 photogravure illustrations. The guide is arranged in districts, covering Wales, English Lakes and Border Country, Lancashire Coast, West of England, The Midlands, London and Eastern England, Southern England and Island Holidays. Eleven small sectional maps and one large folding map are incorporated in the guide. In this book an effort has been made to produce a guide that is complete in itself. Every available scrap of information has been included that will help the holidaymaker to find a suitable location and, having found it, to get there with the minimum of inconvenience.

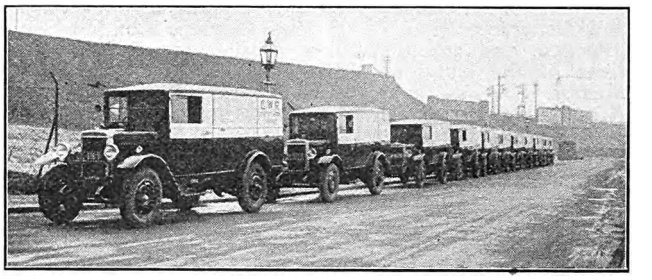



"EAGLE" OUTFIT FOR THE G.W.R. 5-TON HYDRAULICALLY OPERATED END-TIPPING BODY ON "THORNYCROFT" CHASSIS.

**An Eagle Outfit for G.W.R.**—We illustrate a recent outfit supplied by The Eagle Engineering Co., Ltd., Eagle Works, Warwick, to the G.W. Rly., showing a 5-ton hydraulically operated end tipping body mounted on a "J.J." Thornycroft forward steering chassis. The Eagle Engineering Co., Ltd., are at the present time engaged in building a fleet of twelve 10-ton steel end tipping bodies with Eagle hydraulic end tipping gear, to be mounted on Thornycroft chassis, for the same Railway.

**New Petrol Trollies for Newcastle Central Station.**—As the result of experiments carried out with petrol driven platform trollies the L.N.E.R. are substituting petrol trollies for electric parcels platform barrows at Newcastle Central Station.

**Morris-Commercials for the Great Western Railway.**—Our photograph shows part of a fleet of 18 Morris-Commercial vans supplied recently by Morris Commercial Cars, Ltd., Soho, Birmingham, to the Great Western Railway Company for express road service. Their load capacity is 35-40 cwt.



PART OF A FLEET OF 18 MORRIS-COMMERCIAL VANS JUST SUPPLIED TO THE G.W.R. LOAD CAPACITY 35/40 CWT.

**Cottage Homes for Retired Railwaymen.**—Under the admirable and entirely voluntary organisation, the L.N.E.R. Cottage Homes and Benefit Fund, a further group of cottages for retired railwaymen have been completed at Norton, near Malton, and were officially opened on March 7th by Major W. H. Carver, Director of the L.N.E.R. Mr. T. Hornsby, Divisional General Manager, York, presided at the ceremony. The objects of the Fund are to provide small groups of homes for railwaymen who retire from the services of the L.N.E.R., either through reaching the age limit or ill health, and to render help to members of the Fund suffering hardship due to long illness or other adverse circumstances.

**Great Western Railway Contracts.**—The placing of the following contracts, to the value of £50,000, is announced by the Great Western Railway:—Extension of engine shed, new stores and other works at Laira, Plymouth—Ernest C. Jordan & Son, Newport; shops and living accommodation at Oxford Road, Tilehurst, Reading—Wm. L. Nicholls, Ltd., Gloucester; 30 sets of engine tanks and bunkers for 30 2-6-2T engines—Ruston & Hornsby, Ltd., Lincoln; excavation, piling and concreting for foundations of hoists and gantrees at South and Prince of Wales Docks, Swansea—Christiani & Nielsen, London; supply of steel girders and other steel and ironwork—The Horsehay Bridge & Engineering Co., Ltd., Horsehay; supply and delivery of thirteen Venturi and one positial pressure water meters at South Wales Ports—Geo. Kent, Ltd., Luton, Bedfordshire; overhaul of the twin screw steamer, "St. Julien"—Cammell Laird & Co., Ltd., Birkenhead; overhaul of triple screw steamer, "St. Andrew"—C. H. Bailey Graham & Co., Ltd., Barry; combined plate binding and straightening rolls for new concentration yard, Swindon—J. Bennie & Sons, Glasgow; alterations to sheet shop for electrical maintenance stores at Paddington Goods Station—Wm. Brown & Sons (Builders), Ltd., London; overhaul of Ferry steamer, "The Mew"—Willoughby (Plymouth), Ltd.; running shed lathe for Oxford—Dean, Smith & Grace, Ltd., Keighley; steel girders and other steelwork—Braithewaite & Co. (Engineers), Ltd., London; supply of one Butler Crank Shaping Machine 20 in./22 in. stroke—Butler Machine Tool Co., Ltd., Halifax; new kiosk on No. 2 and 3 platforms, Paddington Station—Maple & Co., Ltd., London; supply and erection of two 1-ton transporter cranes for Park Royal Goods Shed—Wharton Crane & Hoist Co., Ltd., Reddish.

**New Station for Cardiff to Cost £820,000.**—Cardiff General Station and the adjacent Riverside Station are to be completely rebuilt by the Great Western Railway Company at a total cost of £820,000. As a result the two stations will virtually become one although the Riverside station will still retain its present name. The first stage of the work of rebuilding has commenced and it is anticipated will be completed early in 1934. The new scheme provides for additional, longer and wider platforms, increased running lines through the station, the provision of refreshment and waiting rooms on the principal platforms, convenient ample accommodation for stabling coaches and locomotives, and is designed to give greater convenience to the travelling public.

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# Association of Railway and Forwarding Agents.

## Twenty-First Annual Dinner.

The twenty-first annual dinner of the Association of Railway and Forwarding Agents was held at the Connaught Rooms, London, on March 9th.

**Mr. James E. Thompson,** of G. Thompson, Ltd., the well-known firm of Railway and Shipping Agents, Carmen and Contractors, of 71, Hatton Garden, London, E.C.1, presided, and amongst those present were: Representatives of the London, Midland and Scottish Railway:—Messrs. J. A. Milligan, Wilson, Grant, Reed, Hosegood, Arnold, H. A. Norman (London Mineral Agent), and H. Thompson. Representatives of the London and North Eastern Railway:—Messrs. W. J. Pepper, A. Gregory, Statham, G. Lord, Robbins, Sutcliffe, Creasey, Owers, Leigh, Theobald, Woodhouse, Manning, Moore, Haywood, Plowman, Lofting, and Peacock; Representatives of the Great Western Railway:—Messrs. Tavener, Cope, Sealey, King, and Webster; Representatives of the Southern Railway:—Messrs. Wigley, Rendall, Dyne, Page, Harrison, and Sempers; Retired Officers, L.N.E.R.:—Messrs. T. Smith, G. Parsons and Ollier; L.M.S.:—Mr. W. Bratt; Southern:—Mr. Geesing.

Amongst the members of the Association present were:—Messrs. G. Thompson, A. Thompson, W. Boon, F. Gerner, R. Stevens, G. Hoare, E. C. Cooke, C. Myers, C. C. Harding, W. Lavington, M. Lavington, A. Hunt (representing R. England), and Messrs. Burke, Hubbard, McFarlan, Narracott, Needs, and Trotman (representing Van Oppen & Co., Ltd.).

**Mr. James E. Thompson** proposed the toast of the Railway Companies. He said that some of their railway friends were unable to be with them owing to illness but he knew they would be present in spirit.

Although that night witnessed their twenty-first Dinner the Association had existed for a longer period than that, as during the Great War their annual gathering was allowed to lapse.

The relations existing between the railway companies and the forwarding agents were, as always, most cordial and the companies assisted the agents in every possible way. Any little favours asked from the railways were granted, provided, of course, the favours were consistent with the duty of the companies.

For the past year or two the railways had been passing through a depressing time, passengers and merchandise being diverted to other forms of transport. The railways were striving to get that traffic back and the agents hoped earnestly that eventually they would succeed in recapturing, if not the whole, at least the major part of the traffic. Motor transport, however, had come to stay and the railways were associating themselves with it, and he believed that the companies holdings in road transport showed a return of something like 6½ per cent. If that were so, even the railway agent might think the road a better investment than the rail. (Laughter.)

**Mr. J. A. Milligan,** of the London, Midland and Scottish Railway, responding, said that the railways had been badly hit by the world-wide depression in trade which was causing havoc and disaster in many industries. But perhaps there was a little consolation in the reflection that railways abroad were faring even worse.

Sometimes the English railway officers were thought to be bits of mugs (laughter), but they knew what the position was; they knew they were losing money. The L.M.S. knew that the long-distance passenger was neither moving by rail nor road and he supposed that at present there was really nothing to move for that would justify his travelling expenses. Two Scottish lochs were full of shipping lying idle affecting thousands of pounds of capital. But the railways were making remarkable economies. The L.M.S. by economies had been able to recover something like forty per cent. of their reduced passenger receipts. (Applause.) The L.M.S. had economised, for instance, by installing new plant and machinery, but it must be remembered that passenger train schedules had to be maintained intact and so economies could not be found easily in that direction.

Railways, of course, were a national necessity and he was satisfied that when normal trading conditions returned they would recover much of the prosperity they had known in the past.

It had been reported that there were signs of a trade revival and they all hoped it was true, and then the railways might get back some of the money they were losing. No matter how bad times were the railways were keeping their undertakings up to first-class standard. There was no cheese-paring and the companies were spending a lot of money in new works and when trade revived the railways would be able to handle traffic efficiently.

Continuing, Mr. Milligan said the railways had a bright spot—they were doing an increased parcels business and in one case parcels traffic had been the means of recovering thirty-three per cent. of the losses incurred on other traffic—thanks for this were due largely to the Railway Agents and long might they continue to prosper. (Applause.)

**Mr. G. Lord,** of the London and North Eastern Railway, who also responded, said it was the very pleasing custom of the Association of Railway and Forwarding Agents to invite the London Parcels Agents to their annual dinner and to couple with the toast of the Railway Companies one of those Agents, and as a representative of the London Parcels Agents he was glad to have the honour of speaking to them.

They had been told what was the position of the railway companies to-day, and speaking for his colleagues as well as for himself he could say they were very pleased to be associated with a branch of the railway business which did show something of stability if not of prosperity. (Applause.)

In a reference to the past history of the Association, Mr. Lord reminded those present that the profession of the auxiliary booking office keeper and forwarding agent was very much older than that of the railway companies.

He remembered some of the grand old gentlemen connected with the forwarding business—Mr. George Thompson, father of their Chairman that night, Mr. William Boon, Mr. George Hoare and Mr. William Herd, who unhappily had passed over, but they still had with them Mr. Alfred Myers, the President of their Association.

The toast of "The Association" was proposed by **Mr. W. J. Pepper,** of the L.N.E.R. He said that the Association was founded in 1902 and whilst the railways were suffering a period of severe depression he was pleased to observe that members of the Association appeared to be prosperous. (Laughter.) He wished the Association long and continued prosperity. (Applause.)

**Mr. Walter Boon,** the Vice-Chairman, responded. He said he felt that members of the Association were very useful not only to the railway companies but to traders generally. The forwarding agents looked upon themselves as providing a link with these great interests and in no way were they in competition with the railways, and to the railway companies the agents said, "Your friends are ours, your enemies are ours." The Association believed in unity and if the membership was small it did not follow that it was not excellent in quality.

Members deeply regretted that their President, Mr. Alfred Myers, J.P., was not well enough to be with them that evening. Through his son, Mr. C. Myers, the members wanted a message taken to their President that they wished him a speedy return to health. (Applause.)

The toast of the visitors was proposed by Mr. C. C. Harding, the responses coming from Mr. H. Green and Mr. E. Line.

**Mr. Walter Boon** proposed the health of the Chairman, which he said was the toast of the evening.

Mr. James E. Thompson was a real hard worker. There had been occasions when, engrossed in his business, he (Mr. Boon) had hopped into Hatton Garden and had said to their worthy Chairman, "Well, Jimmie, what about it?" and Jimmie would reply, "For goodness sake go away, I am too busy," and then they would trot off round the corner. (Loud laughter.) Their Chairman was also the Hon. Secretary of the Association, but a little bird had told him that his brother Alfred did a lot of the work. (Laughter.)

The toast was drunk with great enthusiasm.

**The Chairman,** in the course of his reply, said it was the third occasion upon which he had had the honour of presiding at the annual dinner of the Association and he sincerely hoped it would not be the last. (Hear, hear.) Next year their Vice-Chairman would in all probability preside and he might then have an opportunity of saying something about Mr. Boon. (Laughter and applause.)

The programme of music arranged by Mr. Walter Boon was enjoyed thoroughly.

Mr. Walter E. Phillips very kindly acted as Master of Ceremonies.

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# Law Cases.

## MOTOR COACHES IN LONDON.
## RULE NISI DISCHARGED IN FAVOUR OF THE MINISTER OF TRANSPORT.

THE challenge thrown out by the Skylark Motor Coach Co., Ltd., of Acton, against the legality of a Draft Order issued by the Minister of Transport (Mr. Morrison, M.P.), with regard to the proposed Regulations to ban motor coaches from the use of certain roads in the Metropolis in accordance with provisions of the London Traffic Act, 1924, was decided by a King's Bench Divisional Court, composed of Justices Avory, Horridge and Humphreys, on February 25th. The Court found in favour of the Minister. The matter came up on a rule obtained by Mr. Charles Dobbs, a director of the Skylark Co., which called on the Minister to show cause why he should not be prohibited from making those Regulations.

The regulations of which the Minister of Transport gave notice in December, propose to prohibit motor coaches from entering an inner area of Central London.

Streets that would be closed include the Strand, Charing Cross, Trafalgar Square, Piccadilly Circus, Regent Street, Whitehall, Pall Mall, Haymarket, Long Acre, Shaftesbury Avenue, Leicester Square and St. Martin's Lane.

A larger zone has been defined from which motor coaches would be banned between 3 a.m. and 7 p.m. on week-days, and between 3 a.m. and 3 p.m. on Saturdays. This zone extends to the Marylebone and Euston roads in the north, to Commercial Street in the east, Lambeth Palace Road in the south, and Park Lane and Grosvenor Gardens in the west.

The grounds on which the rule was obtained were, *inter alia;*

That the Skylark Co. hold unexpired licences to ply for hire without any limitation or condition; that the coaches, as omnibuses within the London Traffic Act, 1924, can only be restricted by regulations made under Section 7 of that Act; that the duty imposed on the Minister of receiving advice from the Advisory Committee had not been complied with; that the proposed Regulations are in excess of powers imposed on the Minister by Section 10 and Schedule III (2) of the Act as they did not purport to exclude a whole class of vehicles, but only certain vehicles as are not permitted to use exempted starting points; that there was illegal discrimination between vehicles of a similar class and that there was a preference of one operator to another of the same class.

Mr. Comyns Carr, K.C., and Mr. P. B. Showan (instructed by Mr. J. R. Cort Bathurst), were for the Skylark Co.; the Solicitor General (Sir Stafford Cripps, K.C.) and Mr. Colin Pearson (instructed by the Treasury Solicitor) were for the Minister of Transport.

Sir Stafford Cripps stated that the Minister purports to take his powers from Section 10 of the London Traffic Act, 1924. Quoting from the various sections of that Act he explained that the statute provided for the setting up of the "London and Home Counties Traffic Advisory Committee" to advise the Minister on matters "to facilitate the traffic of motor vehicles in, or near, London and to deal with the congestion of traffic in the area." He was given powers to make Regulations to remedy that congestion. He could prescribe the roads to be used by any class of traffic and could state the streets not to be used by vehicles of any class, either generally, or at any specific time. His powers extended to omnibuses and motor coaches.

Reading the affidavit of Mr. Charles Dobbs, on which the rule was obtained (this was reported fully in our issue of February 16th), Sir Stafford pointed out that the Company held licences for 19 coaches which plied for hire within the Metropolitan area, and outside, from a booking office in Upper Regent Street, within the outer zone, and just outside the inner one. Coaches of the Company passed through both areas. One of the great sources of complaint, said Sir Stafford, was that the Regulations purported to permit access by prescribed routes to three existing motor coach stations within the outer area; at Euston, King's Cross and Aldgate. Those stations the Skylark Co. had no right to use. It was said that they were owned by competitive companies, one of which was Green Line Coaches, Ltd., formed by the L.G.O. Co., Ltd., and that the coaches of that Company ran from a point within the zone from which it was intended to bar such vehicles.

Mr. Justice Horridge: But those coaches will be barred?

Sir Stafford: If the Minister thinks necessary, but the whole thing seemed founded on apprehension that the order would give illegal preference to those users or owners of the three coach stations. As a matter of fact the regulation stipulated that all motor coaches could use certain streets to get to those stations. Therefore, there was nothing to prevent Mr. Dobbs' company using them if they could negotiate with the owners for that permission. It was not for the Minister to consider who owned the garages. All he had to consider was, that there were those valuable storage places on the periphery of the area, and that they should not be sterilised by any order he made.

Mr. Justice Avory: But Mr. Dobbs' Company cannot use them.

Sir Stafford Cripps: If he pays, he can. One is owned by the L.G.O. Co., but the others are of the garage type and, no doubt, he could negotiate with the owners for the use of them.

Mr. Justice Avory: If they are for sale. (Laughter.) I don't see anything in the Regulations which prevents the use of those stations by any particular motor coach.

Sir Stafford: No. My friend seems to suggest that only the persons owning those stations would be allowed to use the roads leading to them.

Mr. Comyns Carr: It is not much use driving up the roads if you cannot enjoy the use of the garages at the ends of them.

Sir Stafford then dealt with the first ground, viz., that the Regulations, by restricting the use of the roads, curtailed the privileges enjoyed by the licence holders. In his submission, he said, that was founded on a misapprehension of the purposes for which the licence, given under the Metropolitan Stage Carriage Act, 1869, was granted. The licence was given for the safety of the public, that people should not be forced to use vehicles that were not fit for the work. It was a confusion of ideas to suggest that, because a vehicle was licensed, it had an unassailable right to ply wherever it liked without restriction.

Dealing with the second ground, Sir Stafford denied that omnibuses were only dealt with under Section 7 of the Act. Motor coaches were regarded as omnibuses for the purpose of the Regulations and could be covered by any order under Section 10. The third ground raised an interesting point, proceeded the Solicitor General, it appeared that, in addition to what were called "ordinary members" there were, on the Advisory Committee, "additional members" representing the interests of labour and persons concerned with the ownership of the transport. Bus proprietors were represented by two of those members, Mr. Pick and Mr. Mallinder. It would appear that those gentlemen appeared before a sub-committee, consisting wholly of "ordinary" members, to express their views as representing their interests that the committee might collect evidence to assist in the report that would be given to the Minister by the Advisory Committee. Later, they sat on the Advisory Committee to prepare that report. Such a thing was quite in accordance with the provisions of the Act, and the Committee had no power to alter its constitution *ad hoc*; its members were all appointed for three years. If there had been any question about the right of those members to sit there would have been ground for complaint but no such question could arise. After all, what objection could be made to the mere fact that they gave the Committee assistance?

Mr. Justice Avory: There is no provision which says the men should sit silent?

Sir Stafford: No.

Mr. Comyns Carr then readdressed the Court in support of the rule. If it had been desired to restrict the use of his clients' coaches to certain streets the Commissioner of Police could have issued a licence bearing that condition. But the licences granted to the coaches owned by Mr. Dobbs' company were definitely for one year without restriction as to the routes to be covered. And what was more, the licence was granted with full knowledge of the provisions of the Act of 1924.

Mr. Justice Avory: Do you dispute that the licence is given only to register the vehicle as fit for use?

Mr. Comyns Carr: I do dispute that. The fitness of the vehicle arises only after the licence has been provisionally granted, and the licence cannot be suspended or revoked unless for definite reasons that are plainly indicated. In the circumstances, no Regulation is valid which takes away from me my rights given by the licence.

Turning to the question whether the "additional" members could first advocate the claims of their different interests and then sit on the Advisory Committee to prepare a report for the assistance of the Minister, Mr. Carr suggested that the whole thing was wrong. It was the duty of the Minister to receive such a report, but one that bore a suggestion of bias was not a proper one to be accepted. An affidavit had been prepared to deal with that question, but his suggestion was

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that nothing but the minutes would show exactly what happened.

Mr. Justice Horridge: I think you can take it that the report was made by a Committee that included the two "objectionable" members, as we will call them for the moment. You have to prove that they were biassed; that they were in a position where duty conflicted with interest and that they should not have sat on the Advisory Committee.

Mr. Carr: It cannot be denied that the "additional" members advocated the claims of their particular business interests.

Mr. Justice Avory: I see nothing in the Act which says that those people cannot advocate the claims of the class they represent.

Mr. Carr: But I cannot see how they can be Dr. Jekyll one moment and Mr. Hyde another. I might just as well argue a case and then sit on the Bench to give Judgment.

Mr. Justice Humphreys: I am sure you would give an impartial judgment.

Mr. Justice Avory: I havn't much doubt what your judgment would be. (Laughter.)

Mr. Carr: Your Lordship's observation adds weight to my contention that a man cannot be an advocate and a judge as well. Concluding, Counsel repeated his assertion that, when the Minister attempted to give exemption to any vehicles of a specified class he was acting illegally.

Mr. Justice Avory then gave judgment. "I think it right to say," he commenced, "that in my opinion we are clearly limited to considering the actual Draft Regulations as published in the *London Gazette,* on the 19th December, last. We are not at liberty to discuss any possible amended regulations which it is suggested the Minister may have power to make. We, therefore, cannot deal with any apprehensions the mover of the rule may have about the intention of the Minister to modify the regulations so as to include any station or garage in the exemption." Continuing, his Lordship dealt, one by one, with the grounds for the rule. With regard to the licences the Company held for their coaches and the suggestion that the effect of the Regulations would be to deprive the holders of a substantial part of the privileges they enjoyed, he was of opinion that the Regulations did not, in fact, cut down any specific privilege that had accrued to the licensees. It was not necessary to consider the point whether there was any need for the Minister to make any order under sub-section 2, of Section 10, of the Act of 1924 suspending either the Act of 1869 or any regulations made by the Commissioner of Police. When the purposes of the licence granted by the Commissioner of Police under the 1869 Act were considered it appeared to him (the Judge) that there was no grounds for saying that the licence conferred privileges which were taken away or destroyed by the proposed Regulations under the Act of 1924. The object of granting a licence was to ensure that the person holding it was a proper person to have it and that the vehicle was a fit subject for the licence, having regard to the public safety. When they dealt with Section 10 of the London Traffic Act, they found that it was for relieving the congestion and providing facilities for the traffic within the areas specified, and it might well be that regulations made under that section might appear at first sight to conflict with the privileges which the licence holder enjoyed.

The answer to the second ground, that the Regulations affecting buses could only be made under Section 7, appeared to be that the objects of Sections 7 and 10 were totally different and distinct. The object of Section 7 was to provide that a street, or part of a street, might be declared a street in which the plying for hire ought to be prohibited or restricted, and that an order could only be made where the Minister was of opinion that, because of the width of the street, or the existence of alternative routes, or the excessive use of the street by buses, such an order was necessary. That was limited to the City and the Metropolitan Police District. Section 10, however, had the totally different object of relieving congestion and facilitating traffic in, and near, London and for that purpose the Minister might make orders for the Traffic area which included, not only London, but the portions of the surrounding Counties extending 20 or 30 miles from London, e.g., as far as Guildford. For that purpose the Minister might regulate for any of the purposes mentioned in Schedule III of the Act. The difference between Sections 7 and 10 was, in his view, a sufficient answer to that ground.

The answer to the third ground was that there was evidence before the Court, that the Minister did receive advice and a report from the Advisory Committee and that the Statute had been complied with. But there was involved in the ground what might be called a separate ground; that two of the "additional" members of the Committee appeared before a sub-committee as representatives of interested parties to put forward their views. It was admitted that those two members did do that and Mr. Comyns Carr had argued that they vitiated their advice and the report. That objection would undoubtedly have required further consideration but for the express provision of this particular Act in Section 1 (3), viz., that interested parties should form part of the Advisory Committee. The "additional" members were to be representatives of labour and persons using and providing the transport, whether those members sat on the Committee and expressed the views of those they represented or appeared before the sub-committee to advocate those views seems immaterial.

The fourth ground, not having been argued, he would omit it and deal with grounds five and six, both of which raised the same point. The objection turned on the paragraph of the Draft Regulations which excepted public service vehicles proceeding by named routes to or from three specified motor coach stations near the edge of the outer area. The vehicles in question in the present case were public service vehicles as defined by the Road Transport Act, 1930, and it was said that this exception was one in favour of persons owning or occupying certain garages or stations, and that such exceptions was improper. He thought the provision of the second paragraph of Schedule III justified the Minister in making the proposed Regulations. He might make Regulations (2) for prescribing streets which are not to be used for traffic by vehicles of any specific class or classes, either generally or at specified times.

As his Lordship understood the submissions of Mr. Carr, it was contended that, "at specified times" were the controlling words and that no effect could be given to the word "generally" although it came first. In his opinion, the word "generally" justified the Regulation. The subject matter was public service vehicles, and it prescribed that certain streets were only to be used by a specified class of public service vehicle for the specified purpose of proceeding to and from those stations. That answered the several objections and the rule would, therefore, be discharged in favour of the Minister, with costs.

Justices Horridge and Humphreys concurred.

[An appeal has been lodged against this judgment and we understand that application may be made to expedite the hearing.—Editor].

## LICENCE EXPIRED TWO DAYS PREVIOUSLY.

A VEHICLE owner was summoned in Ellesmere Port Police Court for having used a motor lorry without the Road Fund licence. When the lorry, owned by defendant, but driven by a relative of his, was stopped by the police, it was laden with furniture going in the direction of Chester. The licence had expired two days previously.

Defendant said he had always understood he was allowed to work it for fourteen days when the licence was due. He was ordered to pay £2 2s. and 4s. costs.

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# Personal Notes.

**Retirement of Mr. E. Ford, Chief Goods Manager, Great Western Railway.**—Mr. Ford, who will retire from the position of Chief Goods Manager of the Great Western Railway on March 29th, has been in the service of that railway since 1884, when he entered the railway service at Plymouth. Six years later he came to London filling a position in the Chief Goods Manager's department. After further experience in the department of the General Manager he was appointed Chief Clerk to the Worcester District Goods Manager in 1905, and in 1912 was promoted to the position of Assistant Goods Manager for the Cardiff district, attaining the position of District Goods Manager three years later. He returned to Paddington in 1918 having been selected to fill the position of Assistant Goods Manager becoming Deputy Chief Goods Manager in 1921 and Divisional Chief Goods Manager in 1924. In connection with his retirement he was presented with a wireless receiving set at a meeting of the Goods Managers' Conference held at the Railway Clearing House on February 19th. The presentation was made by the Chairman, Mr. P. Gibb, as a token of the esteem in which Mr. Ford is held by the members of the Conference, and with good wishes for his future welfare.

**Promotion for Mr. A. Maynard.** — Mr. Maynard, who has been appointed Chief Goods Manager of the Great Western Railway in succession to Mr. E. Ford, is well-known in transport circles and has taken a leading part in negotiations between the railway and the Furniture Warehousemen and Removers' Association in recent conferences. Mr. Maynard was born in 1882 and was educated abroad. He joined the service of the Great Western Railway as District Agent at Nantes, 1909, and lated was transferred to the Continental Department at Paddington. In 1914 he was appointed Goods Agent at Taunton and later at Birmingham. In 1918 he was promoted to the position of Goods Superintendent at Paddington. He was chosen to fill the new position of Development Agent in 1922 and in 1924 he became Assistant Chief Goods Manager and Development Agent. These two positions he will relinquish on taking up his new important position on March 30th.

**Impending Retirement of Mr. T. H. Shipley of the L.M.S.**—After 45 years service on the railway, Mr. T. H. Shipley, District Goods Manager for the Birmingham centre of the London, Midland and Scottish Railway Company, will retire on March 31st. Mr. Shipley has occupied his present position since 1914. On leaving school in 1886, he entered the service of the old L. & N.W.R. as junior clerk at Shenstone, Lichfield, and he served in every office and every section in the Birmingham district before being appointed Chief Clerk and Assistant Manager of the district in 1903. In January, 1914, he was promoted to the important position from which he will shortly retire at his own request. Mr. Shipley feels that, having reached the age limit fixed by the Company, the time has come for a younger man to have an opportunity.

MR. T. H. SHIPLEY.

During the War Mr. Shipley had charge of the transportation of the first batch of tanks which were made at Oldbury, and was also Liaison Officer in charge of German prisoners of war in the South Staffordshire district.

**L.M.S. District Goods Manager Promoted.**—Mr. J. B. Scattergood, District Goods Manager of the L.M.S. Railway Company, Sheffield, has been promoted to the position of District Goods Manager in the Birmingham area. Mr. Scattergood has had a wide experience in various parts of England, including Nottingham, Bristol, Birmingham, and Leicester, and in North Wales. He went to Sheffield in 1926 from Chester where he had been Assistant District Goods Manager. Mr. Cuthbert Jones, present Assistant at Sheffield, has been appointed to the position held by Mr. Scattergood.

**L.G.O.C. Operating Manager.** — The Directors of the London General Omnibus Company have appointed Lieut.-Colonel A. W. C. Richardson, D.S.O., to be Operating Manager of the Company as from 1st March last. Until a few months ago, Colonel Richardson was head of the Mechanical Warfare Experimental Establishment at Farnborough. A man of 43, he has been in command of the 4th Battalion of the Royal Tank Corps since the end of last summer. Lieut.-Colonel Richardson is at present a member of the Mechanical Warfare Board.

LIEUT.-COLONEL A. W. C. RICHARDSON, D.S.O.

**L.M.S. Appointments.** — The following appointments have been approved by the directors of the London, Midland and Scottish Railway:—Chief Goods Manager's Department: Mr. T. E. Argile, Goods Manager, Northern Division, Glasgow, to be Assistant Chief Goods Manager, Euston; Mr. W. Yeaman, Commercial Assistant to Chief Goods Manager, Euston, to be Goods Manager, Northern Division, Glasgow; Mr. D. C. K. McCulloch. Indoor Assistant to Chief Goods Manager, Euston, to be Commercial Assistant to Chief Goods Manager, Euston; Mr. J. M. Medcraft, Personal Assistant to Vice-President, Euston, to be Indoor Assistant to Chief Goods Manager, Euston.

**Port of Bristol. General Manager's Retirement.** — Mr. T. A. Peace, for many years Chief Engineer of the Port of Bristol and General Manager since the retirement of Mr. Ross Johnson, retired on March 10th after a period of service covering 38 years. Trained as a mechanical engineer, Mr. Peace first secured an appointment on the engineering staff of the Manchester Ship Canal Company. Later he spent six years in the engineering department of the London County Council leaving London to become Assistant Chief Engineer to the Port of Bristol.

MR. T. A. PEACE.

**London, Midland and Scottish Railway Appointment.**—Mr. T. E. Argile has been appointed Assistant Chief Goods Manager to the London, Midland and Scottish Railway. He entered the service of the old Midland Railway at Derby in 1896 in the Goods Manager's department. After serving also in the office of the General Manager he was transferred to Leicester returning to Derby to fill the position of Private Secretary to the Chief Goods Manager. In 1915 Mr. Argile was appointed Traffic Superintendent at Swansea. He was promoted to the position of District Goods Manager at Leeds in 1919

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becoming Assistant to the Chief General Superintendent for goods operating work in 1923. He returned to Leeds in 1924 as District Goods Manager, moving to Liverpool in the following year on his appointment to a similar position in that city. In 1928 he was appointed Goods Manager of the northern division of the London, Midland and Scottish Railway.

**Traffic Assistant.** — Mr. Robert E. Mennie, who for twenty-five years was in the service of the Aberdeen Town Council Transport Department, has been appointed Traffic Assistant to the Road Transport Commissioner for the northern area of Scotland. Mr. Mennie has had considerable experience of transport matters.

**Tramways Appointment.**—Mr. James Harrison, who has been Assistant Traffic Superintendent to the Sunderland Tramways for 10 years, has been appointed Traffic Superintendent to the Wallasey Corporation Tramways. He was Chief Inspector of the tramways at Ashton-under-Lyme, where he won a Lancashire and Cheshire scholarship before going to Sunderland. Mr. Harrison was Chairman of the Sunderland Tramways Institute.

**Traffic Superintendent.**—Mr. J. Lomax has been appointed Traffic Superintendent to the Newcastle Co-operative Society. He has been with the Newcastle Society 10 years and is in charge of the coal and laundry departments.

**Mr. F. W. Hinde, of The Avon India Rubber Company, Ltd.**—Mr. F. W. Hinde, Joint Managing Director of The Avon India Rubber Company, Ltd., has now also undertaken the duties of Secretary to the Company. His dual appointment is consequent upon the death in December of Mr. F. E. Newton, who held the Secretaryship for very many years.

**Metropolitan Railway General Manager.** — Mr. J. S. Anderson has been appointed General Manager of the Metropolitan Railway. He will also act as chief legal adviser and solicitor.

**Railway Appointment for Mr. A. E. Edwards.** — Mr. Arthur Earle Edwards, who has taken an active part in the work of the Metropolitan Graduate and Students' Society of the Institute of Transport, has been appointed Assistant Divisional Superintendent (Western Division), Southern Railway, with headquarters at Exeter. Mr. Edwards joined the service of the South Eastern and Chatham Railway in December, 1917, and was attached to the office of the Superintendent of the line (military section) dealing with ambulance traffic. Subsequently, he became personal clerk to the Chief of the Passenger Train Section and in 1921 was transferred to the Passenger Rolling Stock Section. In 1923 he was transferred to the London East Divisional Operating Superintendent's Office, following the railway amalgamations. In February, 1927, Mr. Edwards was selected as a cadet for a four years course and trained in all departments of the Southern Railway, the curriculum including a period of four months with the Underground Railway group. Mr. Edwards is an Associate Member of the Institute of Transport by examination and holds five University of London (London School of Economics) certificates. He has visited France, Germany, Belgium, Switzerland, Austria and Hungary at various times to study the work conditions of continental railways and other forms of transport.

**The Commercial Motor Users' Association (Blackburn Area) and The East Lancashire Road Transport Association (Joint Organisation).**—Councillor Joseph Ainsworth, of the Blackburn Bus Co., Ltd., and J. Ainsworth & Co., Ltd., Motor Engineers, of Montague Street, Blackburn, has been appointed Chairman for the ensuing year of the Commercial Motor Users' Association (Blackburn Area) and The East Lancashire Road Transport Association (Joint Organisation) and also the National and Divisional Delegate to the Commercial Motor Users' Association. Mr. J. C. Hindle, the retiring Chairman, has held the position from 1915 with the exception of the two years, 1921 and 1922. He was also the Chairman of the Blackburn Horse Show and Parade Society. He has now retired from business and in appreciation of his services the Executive Committee have made him a Life President with a permanent seat on the Committee and expressed the wish, which Mr. Hindle as acquiesed in, that he will give the Association the benefit of his services on all matters relating to Transport Workers' wages and conditions. In this behalf he will still act as the delegate to all conferences necessary with the Unions of the Transport Workers. The Secretary of the Association is Mr. Thomas Fletcher, F. L. A. A., F.I.S.A., 2, Victoria Street, Blackburn.

MR. W. H. O. STEER.

**Mr. W. H. O. Steer's New Appointment.** — The Firestone Tyre and Rubber Company, Ltd., of Brentford, announce the appointment of Mr. W. H. O. Steer as Regional Manager in the South of England. Until recently Mr. Steer was connected with The Goodyear Tyre and Rubber Company.

**Goodyear Changes in Personnel.**—Mr. N. V. Clarke and Mr. D. G. C. Wakeham have been appointed Special Representatives of the Commercial Tyre Department of The Goodyear Tyre & Rubber Company (Great Britain), Ltd. Messrs. F. P. Morland, F. A. Oates (Southern Division); C. F. Nichol, E. Bird, E. Addis (Western Division); F. Roodhouse, S. Berry, and A. Allan (Northern Division), have joined the Company as General Line Salesmen.

**Tramways, Light Railways and Transport Association Annual Congress.** — The 25th Annual Congress of this Association will be held at Margate on May 28th and 29th. Included in the programme will be a reception by the Mayor of Margate at the Pavilion and Winter Gardens, where the business meetings will be held.

## Obituary.

**The Late Earl Russell.**—Earl Russell, whose sudden death at Marseilles at the age of 65 took place Tuesday, March 3rd, filled an important position in connection with transport for some time as the Parliamentary Secretary to the Ministry of Transport. During this time he was specially concerned with the Road Traffic Bill and afterwards took a leading part piloting this important measure through the House of Lords. He was afterwards made Under Secretary of State for India. Earl Russell was a pioneer motorist and one of the earliest members of the Royal Automobile Club. He was a man of great ability, a trained practical engineer as well as a barrister, and had done good work in many directions, including nine years service as a member of the London County Council. His sudden death is not only a serious loss to the Government, but a still greater loss to his many friends and to transport in general.

**Death of Mr. Curtis Gray, Divisional Road Engineer (Scotland), Ministry of Transport.**—Mr. Charles Curtis Gray, M.Inst.C.E., who died at his home at Colinton, Midlothian, on February 4th last, at the age of 60, will be greatly missed by his colleagues in the Ministry of Transport, and by the consultants and county and borough engineers of Scotland, who had come to rely so much on his cordial co-operation, in the engineering matters with which he was called upon to deal as the Divisional Road Engineer, Scotland, of the Ministry of Transport. Mr. Curtis Gray was born in 1870, and after completing his articles was appointed as an Engineering Assistant to the Margate Corporation, and was there for ten years. He was then appointed as Assistant Surveyor to the Malvern Urban District Council, and his chief at that time was Sir Henry Maybury. He was later appointed successively Engineer and Surveyor to the Urban District Councils of Hayes (Middlesex) and Scunthorpe. Early in 1914, Mr. Curtis Gray was appointed an Engineering Inspector in the Road Board, and later was transferred to Scotland to undertake road work in connection with H.M. Factory at Gretna Green. In 1919 he was transferred as an Engineering Inspector to the Ministry of Transport, and was appointed Divisional Road Engineer for Scotland in 1924, which appointment he was holding at the time of his death.

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# National Safety Week Conference.

An important conference organised by the National Safety Week Council was held on Thursday, February 12th last in connection with the National Safety Week arranged to take place from May 11th to 16th inclusive to be held in Leeds. The conference proper was held in Guildhall presided over by the Lord Mayor of London (Sir W. Phene Neal) and the opening speech was made by H.R.H. The Duke of York who, before the meeting, received the Mayors and Provosts of those cities where branches of the National Safety First Association are in existence.

After the members of the conference had been welcomed by the Lord Mayor His Royal Highness delivered his address and said:—

"I am very glad to be here this afternoon and to welcome such a representative attendance of the chief citizens from all parts of the country. Your presence here shows that you realise the gravity of this accident problem, and your readiness to discuss any remedies. We appreciate this very much, and we thank you for sparing us so much of your valuable time. As patron of the National Safety Week Council, I am appealing to you, and through you to all Local Authorities throughout Great Britain, to help in our fight against unnecessary loss of human life. Those of you who were at this morning's proceedings at Chiswick heard all about accidents and the successful prevention methods which are used by the National Safety First Association, whose work the Royal Commission on Transport very strongly commended as worthy of far more support.

"Now, Gentlemen, there are two sets of figures which to my mind should alone make us determined to do all we can to help this work. The first is that the result of coroners' inquests shows that 87 out of every 100 fatal street accidents are due to failure of the human element, and could and should be prevented. Then again, we have this very sad feature, that out of 7,000 who were killed on our roads last year over 1,500 of them were children. Must we continue to sacrifice more than 100 young lives every month? The Home Secretary, who spoke to you at Luncheon, and the Minister of Transport, who will be speaking to you here later, will no doubt support me when I say the true remedy for this sad state of affairs is an educational campaign. It is not only for the children, but for the whole nation, not only in regard to street accidents, but also to accidents in industry and in the homes that we feel we must make the public realise that most of these accidents are preventable by the use of common sense. We hope to do this if we have the aid of Local Authorities. Many have already helped us, but we need them all.

"Last year we organised our first National Safety Week in order to focus attention upon our continuous campaign. We invited every Local Authority to co-operate, but I am afraid that only a few took a real and active part, and in those districts that did take part, reductions of 20 per cent. and more were reported in the number of accidents. Had their example been more generally followed those good results would have been obtained everywhere, and the effect upon the accident casualty list would have been much more marked.

"In a few days we shall be asking every Highway Authority for co-operation in our accident prevention work in general, and in the Safety Week in particular. I would ask you, Gentlemen, on your return to see that this appeal is given the sympathetic consideration which it so rightly deserves. Briefly, what we want is this:—As far as Safety Week is concerned, will you see that adequate steps are taken in your area to bring it to the notice of the local community, and will you try and get together a special Local Committee, unless you already have one, for there is good work to be done by such a Committee all the year round, and not only in Safety Week. I also hope very much that women will take up this work.

"Again, Gentlemen, I would ask you to send representatives to the National Safety Congress, which takes place in Leeds during Safety Week, when all the important aspects of accident prevention will be discussed. We need your counsel and experience for the benefit of all. And finally, Gentlemen, may I express the hope that you will look upon Safety Week as part of an unceasing campaign in which we want your very active assistance, so that in effect each week is a Safety Week throughout the year. In this way, and in this way only, can we hope to reduce the burden of grief, of pain and of expense, which accidents entail upon our people."

The Minister of Transport, Mr. Herbert Morrison, then spoke and in concluding his remarks said he hoped that the Local Authorities will co-operate not only with the Ministry of Transport, but with the voluntary bodies such as the Safety First Association, in spreading public knowledge as to the dangers from the point of view of traffic, in making the public want to do the right thing, not because they will get punished if they do not, but because it is right to do the right thing, as otherwise we are not only endangering our own lives, but the lives of other people, and if we could co-operate in that spirit with energy upon that basis, then I think the record of street accidents will not continue to increase as the number of vehicles has increased. I hope that under the new condition of things that the Road Traffic Act has brought about that we may see a reduction in the accidents and injuries, and if that is done we shall have rendered a great service to our country and to the people of our country.

Lord Brentford, the Chairman of the National Safety Week Council, then moved the following resolution:—

> "That this Conference, representative of Local Authorities in Great Britain assembled in Guildhall, London, on the 12th February, 1931, having heard with interest the speeches of H.R.H. The Duke of York and of the Minister of Transport, is agreed that an urgent necessity for reducing the serious and increasing toll of accidents of all kinds is a more extensive education campaign, including the holding of a National Safety Week, such as carried out by the National Safety First Association and the National Safety Week Council. This Conference is of the opinion that in the interests of economy, as well as of humanity, this campaign should be accorded the fullest measure of support by Local Authorities, and in particular during National Safety Week, which begins on May 11th next."

After some discussion this resolution was put to the meeting and carried unanimously.

# Automatic Traffic Signals.

## When to Turn to the Left.

The widespread employment of light signals for traffic control in all parts of the country has been followed by some misunderstanding amongst motorists as to whether or not it is permissible to turn left when the red or "stop" light is showing against them. For the information of drivers the Royal Automobile Club points out that the Ministry of Transport has already laid it down that generally both left and right turns should be prohibited when the red light is showing and permitted only when green is showing; but that in places where the volume of traffic is exceptionally heavy it may be necessary to permit turning to the left. In such cases, however, a green arrow, 15 inches long, visible only when the signal is illuminated, is affixed to the signal post. It now being an offence under Section 49 of the Road Traffic Act to fail to conform to the indications given by a traffic sign, the R.A.C. advises motorists to be particularly careful not to turn left at a road junction when the red light of an automatic traffic control is showing, unless the large green arrow referred to above is illuminated at the same time. It should be remembered, however, that under the Regulations the amber light means "prepare to go," or "prepare to stop," according as it is associated with the red or green light. It does not of itself mean "go," and therefore drivers would be well advised to consider the amber light as equivalent to the red light, when contemplating the left hand turn.

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# The Army and Navy Co-operative Society, Ltd.

The Annual Dinner of the Removals and Warehousing Department of the Army and Navy Co-operative Society, Ltd., Victoria Street, Westminster, London, was held at The Comedy Restaurant, Haymarket, London, on February 21st last.

**Mr. R. J. Armstrong, A.M.Inst.T.,** manager of the Removal and Warehousing Department of the Society, presided, and at the conclusion of the dinner submitted the toast of "The King," which was honoured in the usual loyal manner.

**Mr. Wenham** proposed the toast "Removal and Warehousing Department, A. & N.C.S., Ltd.," and referred to its wonderful growth. He said he had had the pleasure of knowing Mr. Armstrong for many years and he was esteemed by all those who were engaged in the removal industry.

**Councillor R. J. Armstrong,** who was received with enthusiasm, responding, said that the past year had been a difficult one and he was sure that on this point all those engaged in industry would agree with him.

Since their last annual dinner two of their colleagues had passed away; one had served the Society for forty-four years and the other for thirty years.

The turnover of the Removals and Warehousing Department of the Society had been maintained and the work carried out during the year had been priced from as low as one shilling to £959 for one contract. Salaries paid in the Removals Department approximated £20,000 during last year, whilst their rates and taxes totalled thirty shillings for each working hour in a forty-eight hours week. He mentioned the question of rates because they had with them his friend, Mr. H. Johnson, J.P., who sat with him on the Brentford and Chiswick U.D.C., and it would be seen that he (Mr. Armstrong) had something at stake when he tried to keep as low as possible the rates of the district.

The Society in the course of its removal business last year had touched many countries, and their motor transport engaged on removals alone had covered 100,000 miles. That could not be done unless the management and staff worked hand in hand and pulled together. In every industry team work was more important to-day than it had ever been in the history of the world.

Difficult as had been the past year, in his opinion this year might prove to be much more difficult—at the same time there was no need for pessimism. If they became pessimistic not only would they lose such business as might be available but they would become a back number and instead of being a main stream in the removal and warehousing industry they would become a tributary, and that was not the intention of the Removals and Warehousing Department of the Army and Navy Co-operative Society. (Applause.)

The progress of the Removals Department of the Society had created a difficulty—they wanted more accommodation—but the present was not a good time to build so they must carry on as well as they could. They had taken over auxiliary premises in Westminster—certainly some distance from their seat of operations at Turnham Green, but it was not the intention of the Department to turn business away.

During the last few years the Removals and Warehousing Department of the Society had come rapidly to the fore as regards up-to-date methods, and there was nothing he was more keen about than that they should be in the front in their industry. Though the making of experiments might be an expensive process, still all the experiments so far made by the Department had proved successful, and whilst the Removals and Warehousing Department might not be the biggest Department in the stores, it was, he claimed, an important department. The Department, of course, came up against difficulties.

### Limiting Drivers' Hours.

One difficulty facing the removals and warehousing industry at the present time was how to work Section 19 of the Road Traffic Act, 1930, dealing with the limitation of time for which drivers of certain vehicles might remain continuously on duty. This Section would become operative on April 1st. Many of the sections of the Act were admirable and could be faithfully carried out, and were framed for the well-being and safety of the public. Section 19, however, was a most difficult section and as drawn up was practically impossible to work. The difficulties that members of the removal and warehousing industry would find in attempting to work the Section had been pointed out to the Minister of Transport, Mr. Herbert Morrison, M.P. The Minister quite appreciated the difficulties and they were advised to seek the co-operation of the Trades Unions with a view to seeing whether some agreement could be arrived at. He (Mr. Armstrong) was one of a technical committee of eight appointed to meet a technical committee of eight members of the Trades Unions, and for some time they had been considering this section of the Act. Negotiations were still proceeding and at the moment they were concentrating on arriving at the best way of dealing with the period of rest hours. As the Clause stood at present it would mean that no man would be able to start work at eight o'clock each morning, but one morning he would start at 8 o'clock and another morning at 10 o'clock. That would demoralise the industry, whereas at present the removal and warehousing industry was one of the best organised in the country.

Still they must keep steady and go forward and must not be down-hearted. What the country needed to-day was British courage, gameness, grit and commonsense, and if there was co-operation amongst all classes of the people in creating an atmosphere of confidence then surely the dawn of the day of prosperity and restoration of our trade would be hastened. (Loud applause.)

Other toasts which were honoured were "The Visitors" and "The Artists."

Mrs. R. J. Armstrong was the recipient during the evening of a handsome bouquet from the staff.

Mr. G. H. Wilson was as usual indefatigable in his efforts to make the evening enjoyable. We can testify to the succes of his work.

A word of praise is due to Mr. R. Stewart-Armstrong for his work as accompanist during the concert following the dinner.

# Round the Lancashire Associations.

**Liverpool C.M.U.A.**—Mr. A. C. Bloomer (of Messrs. Joseph Crosfield & Sons, Ltd., Warrington) presided at the thirteenth annual general meeting of the Liverpool Area Committee of the Commercial Motor Users' Association, held at Liverpool last month. Mr. F. Supplies (J. Webster & Co., Ltd.) and Colonel A. Jerrett (Lewis's, Ltd.) were elected to the Committee, to hold office for three years, and the following retiring members of the Committee were re-elected:—Colonel B. Fairclough, J.P. (James Fairclough & Sons, Ltd., Warrington); Messrs. P. McGetrick (McGetrick Bros., Birkenhead); D. E. Watson (Greenall Whitley & Co., Ltd., Warrington); J. T. Mount (Thomas Wilson, Liverpool); W. J. Harper (Wm. Harper & Sons, Ltd., Liverpool); A. Goulding (A. Goulding, Ltd., Wigan); T. Lawrenson (Bootle), and R. Walker (Pure Cane Molasses Co., Ltd., Liverpool). Mr. Wm. Ross, of Bootle, was elected Hon. Auditor for 1931. The accounts for the past year were adopted on the proposition of Mr. A. C. Bloomer, seconded by Mr. J. T. Mount.

**Manchester Transport (Owners') Association.**—Members of the Manchester Transport (Owners') Association have reduced the wages of the drivers by 2/- per week. This led to 200 men employed by seven firms withholding their labour from 21st February, and as they were not amenable to wiser counsels, their places were partly filled from the ranks of unemployed carters. Some of the strikers then saw that the fight was a forlorn hope and returned to work. The business of each firm, said Mr. Howard Robinson, was carried on in a normal way throughout the trouble without any serious inconvenience being felt. The rate for one-horse drivers is now 49/-. Wages are regulated through the Lancashire and Cheshire Joint Road Transport Council. Each man received a statement issued by the Team Owners' Association showing the reasons for the reduction:—"In December, 1922, when the cost of living was 80 points a wage of 53/- for a single horse driver was agreed with a proviso that there should be no further reduction until the cost of living came below 65 points. The figure of 65 points

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was reached in April, 1927, and as the result of an arrangement that each move in wages should be at the rate of 1/- for each 5 points change in the cost of living, this change was necessitated in June, 1929, when the cost of living fell to 60 points. From August, 1929, the general rate for a one-horse driver in the district was 51/- per week of 48 hours and in the case of certain firms the reduction from 53/- to 51/- was not applied until August, 1930 (12 months after it was due). The cost of living has continued to fall and now in February, 1931, is at 52 points and necessitates a further reduction of 2/-. The Transport & General Workers' Union realises that as increases were given when the cost of living was on the rise so must reductions follow when the cost of living falls. The United Road Transport Workers' Association have been negotiated with by the Employers but they decline to agree to any reduction of wages although every possible means has been exhausted in endeavouring to find a settlement. The reduction of 2/- now to be made is on the basis of a cost of living figure at 55 points and with an increase in the cost of living figure at a later stage, this wage will be automatically increased at the rate of 1/- for each 5 points, so that the reduction may be only of a temporary nature and not permanent. It is, therefore, hoped that the Employees concerned will see that the reduction is one which the Employers must follow because it has been agreed to and made by the large majority of Employers throughout Lancashire and Cheshire. In the present depressed state of trade it is the duty of everyone engaged in the Transport Trade to assist in meeting the difficult circumstances, and just as the Employers have to meet considerable reduction of revenue, so the Workers should loyally take their share, although only small, in the effort to overcome the present difficult conditions. There is no question but that the wages, up or down, must follow the cost of living figure."

**Liverpool Cart and Motor Owners.**—At the first meeting of the Committee, since the annual meeting of the Liverpool Cart and Motor Owners' Association, Mr. Thomas Taylor, of Messrs. John Taylor and Son, was re-elected President; Mr. W. J. Harper (Messrs. William Harper and Sons, Ltd.), Vice-Chairman; and Mr. Frank Jones, Treasurer.

**Manchester Coach Owners.** — Members of the Motor Coach Section of the Manchester Transport (Owners') Association and the C.M.U.A. (Joint Organisation) held a meeting at Manchester on February 26th, to hear from the Secretary, Mr. H. Howard Robinson, an explanation of the provisions of the Road Traffic Act, and a report of an interview he has had with officials of the Ministry of Transport and the Traffic Commissioners for the North-West Area. The final details are now being worked out of the Manchester motor coach owners co-ordination scheme which was successfully launched last year. The object of this is to make more profitable use of vehicles, by pooling resources, eliminating wasted mileage and regulating the activities of booking agents. Owing to the number and extent of motor bus services, privately as well as municipally owned, running in and out of Manchester, there is naturally some apprehension as to how the interests of motor coach owners may be affected, and consequently there is keenness to introduce the most efficient methods.

**Liverpool Short Cart and Motor Owners.** — Several matters of importance to hirers of motor vehicles were discussed at the meeting of the Committee of the Liverpool and District Short Cart and Motor Owners' Association on March 3rd. One particularly knotty point was the subject of third party insurance for sub-contracting work and the insurance of owner-driven vehicles. The changes in transport law have been brought to the notice of members and have given rise to much discussion. Another item on the agenda was wages and working conditions. Conditions in the Liverpool short cart and motor haulage business remain quiet and there is not the same amount of building work in progress as a few months ago, to keep members' vehicles in full employment. Furthermore, the winding up of the Mersey Tunnel contract has also tended to make things quiet.

**Institute of Transport.** — Mr. Thomas Abbott, Past Chairman of the Manchester and Liverpool and District Section of the Institute of Transport, on March 6th gave an address to the Manchester members on the subject of "Canals and Waterways."

# Our Australian Letter.

## Problems of Transport.

THE major problems of transport in Australia divide themselves naturally into three groups. (1) Railways and their ever mounting deficits; (2) the growth of motor transport and its effect upon other forms, necessitating the creation of transport authorities for the purpose of co-ordination, and (3) the entry of private enterprise into fields of transport over which governments formerly held a jealously guarded monopoly.

For many years the seven railway systems of Australia, namely, those of the Commonwealth and the six States, each having their own gauges ranging from 3 ft. 6 ins. to 5 ft. 3 ins. have been a source of grave concern to the Governments which control them. Nor have their worries been lightened by the amazing growth of motor transport that has taken place in Australia in common with other countries of the world. On June 30th, last, there were 670,000 motor vehicles of all descriptions registered in Australia, an average of about one vehicle for every 9 persons, and of this number 119,237 were used for commercial purposes. Four years ago the total registrations numbered 550,000, and the commercial registrations 213,000. Contrast this growth, indicative of the success with which motor transport is meeting, with the fact that during the year ended on June 30th, last, the aggregate losses on the Australian railway systems amounted to £6,383,780 and a fair indication may be obtained of the problem of co-ordination that confronts transport authorities.

Naturally the reports of practically every Railway Commissioner in the Commonwealth complains of the unrestricted competition of motors, made possible by the construction of high class roads all over the country, as one reason for their decreased revenue with consequent losses. Coincident with these complaints, however, came the return to Australia of one of the N.S.W. Railway Commissioners (Mr. Forster), after having inspected the railways of Great Britain, Europe and America, Mr. Forster has commented publicly upon the growth of motor transport in other countries where railway companies were meeting competition by treating the motor as an indispensable aid to their systems by running them as feeders. This, it seems, is the policy for Australian railways to adopt in co-ordinating the conflict between seven great public utilities, the combined value of which amounts to £380,000,000, with an increasingly popular service rendering modern development. Much is hoped in New South Wales from the creation of a Transport Board, but so far it is too early to comment upon the accomplishments of that Board. It has already made some attempt at co-ordinating the conflicting forms of traffic in the city of Sydney, but has so far not tackled any of the broader problems.

### CHARCOAL AS MOTOR FUEL.

### TESTS IN AUSTRALIA.

Last year an investigation was undertaken by the Development and Migration Commission of Australia into the possibilities of using producer gas obtained from charcoal as a motive power for commercial motor vehicles.

The vehicle chosen for the tests was a Guy 2-ton producer gas motor lorry, equipped with the size of engine usually fitted in that type of three ton lorry, and having the compression ratio increased from 4½ to 1 up to 7¼ to 1. The gaseous fuel was obtained from a Tulloch-Reading plant incorporated in the vehicle. A total distance of about 2,800 miles was covered during the tests.

Fuel in the form of charcoal was carried in a hopper situated over the drivers cab, and was fed by gravity to the gas-producer by means of a rotating valve, which regulates the amount of charcoal supplied to the furnace.

A feature of the Tulloch-Reading producer attached to the Guy lorry is the mechanically operated grate which it is claimed prevents clinker formation in the furnace.

The gas, after leaving the producer passes through a cyclone scrubber, where most of the solid matter carried over from the furnace is removed, and the gas then passes through a battery of four tubes, where it is finally purified before passing to the engine.

The tests were operated mostly under metropolitan conditions, where traffic stops and other delays are not conducive to economical operation, under these conditions, however, the charcoal consumption worked out at 2.59 lb. per mile which at £3 per ton represents a cost of .83 pence per mile. Added to the cost of petrol used for starting purposes, the total cost of fuel works out at 1.1 pence per mile. It is estimated that the fuel consumption of a petrol driven vehicle doing similar work would be seven miles per gallon, which at 1s. 9d. per gallon gives a cost of 3d. pence per mile. It is therefore concluded that the fuel cost of the Guy producer gas lorry is approximately one-third that of a petrol lorry of similar capacity. The mileage run, however, has not allowed an opinion to be formed in regard to depreciation and maintenance costs, but indications are that these will not be excessive

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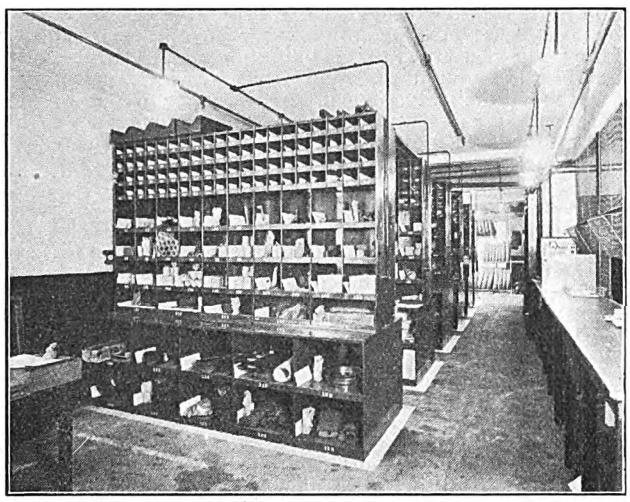
# An Up-to-date Service Station.

## Dagenham Motors West End Establishment.

Dagenham Motors, Ltd., Wholesale Distributors for Ford vehicles in the County of London have their headquarters and service station in Balderton Street, immediately opposite Selfridges, Oxford Street, W. The aim of the Company is to establish a really first class distribution and service station and our representative, who recently visited the



A BAY IN THE STORES DEPARTMENT.

premises, concluded that not only had they achieved their object, but were considerably ahead of the majority of service stations of this description.

The firm was formed to handle Ford cars and Ford commercial vehicles as from 1st January, and they have already appointed sub-dealers, retail sub-dealers, and limited dealers whose operations are gradually covering the County of London. We understand they are still open to make further appointments within the territory allotted to them by the Ford Motor Co.

Although Dagenham Motors do not handle retail sales, they make a point of backing up the retail dealer with a magnificently organised day and night service provided in their Balderton Street premises in the heart of the West End of London.

With regard to the connection between Dagenham's as wholesale distributors and the retail agent: we understand the agent may bring his customer to the Dagenham showrooms in which there are on view 40 or 50 Ford pleasure cars and commercial vehicles, the would-be purchaser can see these vehicles to their best advantage and make a selection from the range on view. After deciding on the vehicle he requires, the customer is taken to the ground floor where a full range of demonstration cars and commercial vehicles is at all times ready for trial runs. The customer may take a trial run if he so desires and he can also obtain an immediate delivery from the showrooms above referred to. It is in this way the company is able to assist the retail trader.

To our readers, no doubt, the service arrangements are of the greatest interest. Before describing each service it is well to understand that each service is available day and night so that the user does not have to stop aside for a day for the purpose.

There are four different services as follows:—

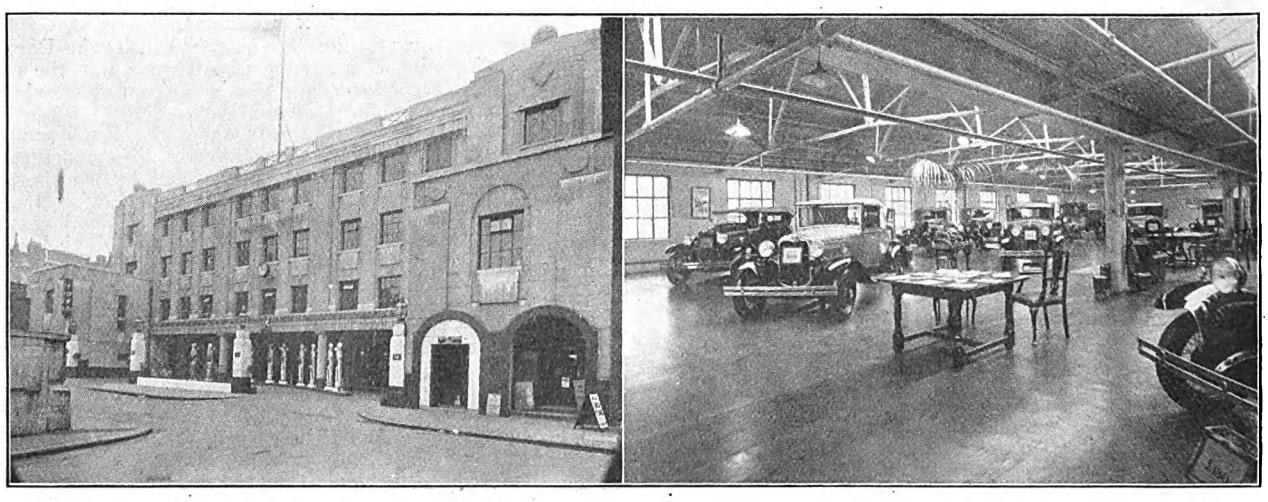
*Service (A).* Oiling and greasing all points of chassis and clutch withdrawal bearing—checking over lubricant levels of engine, gear box and rear axle—topping up battery, including lubricant and distilled water. Cost 3s. 6d.

*Service (B).* Washing and polishing car. Oiling and greasing all points of chassis and clutch withdrawal bearing—checking over lubricant levels of engine, gear box and rear axle—topping up battery, including lubricant and distilled water. Cost 8s. 6d.

*Service (C).* Oiling and greasing all points of chassis and clutch withdrawal bearing—changing gear box and differential lubricant. Removing front wheels, washing out, repacking and refitting. Topping up battery. All above operations include lubricant and distilled water. Cost 10s.

*Full Service.* Oil and grease all round, change engine oil—if necessary. Check oil in gear box and rear axle. Check battery—gravity and connections. Clean generator commutator and check charging rate. Check distributor breaker points and gap. Clean sparking plugs and adjust gap. Check all lights. Clean horn commutator, oil and adjust tone. Examine shock absorbers for glycerine and check adjustment. Check clutch pedal adjustment. Check tyre inflation pressures. Check steering, reporting on condition. Track up wheels. Remove carburetter and blow out jets only. Tighten body bolts. Tighten cylinder head nuts. Adjust and equalise brakes. Cost 15s.

In the case of fleets of vehicles the firm will enter into a contract for monthly services at more favourable rates than those quoted above.



THE DAGENHAM FORD SERVICE STATION—EXTERIOR AND INTERIOR VIEWS.

Our photographs show exterior and interior views of the Dagenham premises. The front view shows that there is a battery of ten petrol pumps, and at the side of the building (not shown) there is one of the most modern oil and greasing stations in England. At the top of the building there is the battery charging plant.

**Warrington Horse Parade.**—Warrington Horse Parade Committee intends to hold another show this year. At the annual meeting, Councillor Fairclough was re-elected chairman; Miss Parker, secretary; Captain Dunbar, assistant secretary; and Mr. J. Muskett, treasurer.

**Poster Art.**—The L.N.E.R. Ninth Annual Exhibition of Poster Art is now being held in the New Burlington Galleries, Burlington Gardens, W.1, and remains open until March 21st. One hundred subjects are included in the Exhibition.

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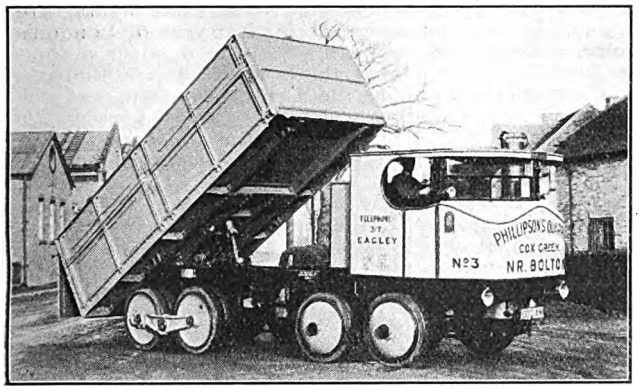
# News from all Parts.

**Warwickshire Transport Statistics.**—In his annual report, the County Surveyor of Warwickshire mentions that the quantity of material hauled by piecework from the various stations and wharves was 72,083 tons at a cost of £10,203 19s. 8d., or an average of 2s. 10d. per ton delivered to the roads where required, as compared with 2s. 8½d. per ton for the previous year. The cost of working the Council's ten steam wagons for the year was £6,063 5s. 5d., or an average cost of £2 13s. 10d. per working day. This includes the wages of drivers, two loaders, fuel, oil and repairs, but no amount for depreciation, interest on capital, etc. The tonnage of material hauled during the year was 54,539. This is a decrease on the previous year of nearly 6,000 tons, but as one of the wagons was worn out, and sold early in the year, the average tonnage hauled per vehicle was only slightly less. The haulage cost of material delivered on to the roads was 2s. 2½d. per ton, which is the same figure as in the previous year. The average cost per working day of petrol lorries was £1 2s. 2d., compared with £1 3s. 5d. for the previous year. These figures do not include any amount for depreciation, interest on capital, etc.




A "SENTINEL" D.G.8 RIGID EIGHT WHEELER FITTED WITH LARGE CAPACITY 3-WAY TIPPING BODY SUPPLIED RECENTLY TO A WELL-KNOWN LANCASHIRE FIRM OF QUARRY OWNERS.

**A "Sentinel" D.G.8 Rigid Eight-Wheeler for Quarry Transport.**—The "Sentinel" D.G.8 rigid eight wheeled wagon illustrated, was delivered recently by the "Sentinel" Waggon Works, Ltd., of Shrewsbury, to Phillipson's Quarries, of Cox Green, near Bolton. It is fitted with large capacity 3-way tipping body.

**Foreign Visitors to the United Kingdom.**—The Travel Association of Great Britain and Ireland states that the official return issued by the Home Office showing the numbers of foreigners landing at United Kingdom ports during 1930, reveal facts of great importance. The influence of world trade depression is shown by the fact that foreign visitors arriving on "business" declined by 5,063. On the other hand it is encouraging to note that foreign visitors classified at the ports as "tourists and visitors on holiday" increased during the year by 7,474. This, it is now generally recognised, may be ascribed to the activity of the Travel Association and its members in making known to the world the attractions of Great Britain as a holiday resort. The address of the Travel Association of Great Britain and Ireland is Kinnaird House, 1, Pall Mall East, London, S.W.1.

**Goodyear Staff Changes.**—Mr. W. H. O. Steer, Manager of the Southern Division of The Goodyear Tyre & Rubber Co. (Great Britain), Ltd., has now left the Company. Mr. S. Oxon, Manager of the Northern Division, has now been appointed Southern Divisional Manager. Mr. S. Kershaw, Manager of the Western Division, has been appointed Manager of the Northern Division. Mr. N. Marsden, former General Line Salesman on the Warwickshire and Worcestershire territory, has been promoted to Branch Manager of the Western Division, with headquarters at 358,360, Bellbarn Road, Birmingham.

**Institute of Transport. Metropolitan Graduate and Student Society.**—Mr. A. G. Course (Associate Member) has been elected Chairman and Mr. J. L. Harrington (Graduate) Vice-Chairman of the Metropolitan Graduate and Student Society of the Institute of Transport for the remainder of the Session, vice Messrs. A. F. E. Belcher and A. Earle Edwards, respectively, who have left London following promotion in the undertakings in which they are engaged.

**Institute of Transport. Forthcoming Meetings.**—There will be an ordinary meeting of the Institute of Transport on April 13th next at 5.30 p.m. at the Institution of Electrical Engineers, London, at which a debate on the Final Report of the Royal Commission on Transport will take place. At the same place on April 21st at 6 p.m. Mr. R. Bell, C.B.E., (a Vice-President) will give a lecture for Graduates and Students on "Transport Developments in 1930." Mr. H. Howard Robinson (Associate Member) will address the Manchester-Liverpool and District Section at the Victoria Hotel, Manchester, on March 25th, at 6.45 p.m. and will take for his subject "Problems of Road Passenger Transport under Modern Conditions."

**Army & Navy Co-operative Society, Ltd. Removals and Warehousing Department.**—We are informed that Mr. J. Davidson, late of the Removals Department of John Walsh, Ltd., of Sheffield, and Mr. A. S. Knowles, of Waring & Gillow, Ltd., Manchester, have joined the Removals and Warehousing Staff of the Army & Navy Co-operative Society, Ltd., Westminster, London, S.W.1.

**The Noise of London's Traffic. 32 Vibrations a Second.**—A New York message says that the noise of London traffic produces a note almost as deep as that of Niagara Falls, according to Dr. William Braidwhite, the American acoustics expert. He has just recorded the note of Niagara on his sound camera and he estimates that it has 30 vibrations per second. Hitherto, the deepest note he had measured was the roar of London traffic with 32 vibrations per second.

**Motor Cars Kill 86 Persons a Day in United States.**—Eighty-six persons are killed in motor car accidents in the United States every day and 2,739 more are injured, according to the American Research Foundation, says Reuter's New York correspondent. "Every sixteen minutes the year round a person is killed in an automobile crash somewhere in America," the Foundation bulletin says. "Every hour of the day and night an average of 114 people receive injuries of a major or minor character from this cause. With about 25 automobile fatalities per 100,000 population, the United States is far ahead of the other countries of the world. Australia, with a record of 12.1 automobile deaths per 100,000 population, holds second place; New Zealand with an average of 9.2 is third, and Canada with 9.1 per 100,000 is fourth."

**Jubilee of Service.**—Mr. R. J. English, J.P., of Beamish, will early in April complete 50 years as Traffic Manager to the Lambton, Hetton, and Joicey Collieries, Ltd.'s Stanley Nos. 1 and 2 and Air Pits.

**Super Suspension.**—We are informed by Super Suspension, Ltd., the suspension specialists of 20/26, Lonsdale Road, London, N.W.6, that their Director, Mr. W. D. Cavendish, who recently took over the sales for Commercial Vehicles in the United Kingdom, is forming a new sales company to handle the entire sales. In the meantime, all sales orders are being dealt with by Mr. Cavendish from new offices located at 25, Victoria Street, Westminster, London, S.W.1. Telephone number Victoria 4422/4423.

**The G.P.O. and Reflex Discs**—As a result of a number of accidents, the attention of The Automobile Association was recently drawn to a dangerous double bend on the road between Floore and Weedon, where both sides of the road are flanked by steep banks. With the approval of the Postmaster-General, the Association has recently erected nine Reflex Discs on telegraph poles at the corner to assist motorists driving at night, and when weather conditions create poor visibility. These A.A. Reflex Discs were introduced last year to supplement A.A. Safety Posts, and over a thousand have been erected in many parts of the country.

**Fraser & Fraser, Ltd.**—We regret to record the death of Mr. Henry Whyte, Managing Director of Messrs. Fraser & Fraser, Ltd., Bromley-by-Row, E.3, who passed away during January. We are informed that Mr. C. J. Bennett, who has been Secretary for the Company for many years, has been appointed as Managing Director of the Company in succession to Mr. Whyte and will continue also to be the Secretary. Messrs. Fraser & Fraser

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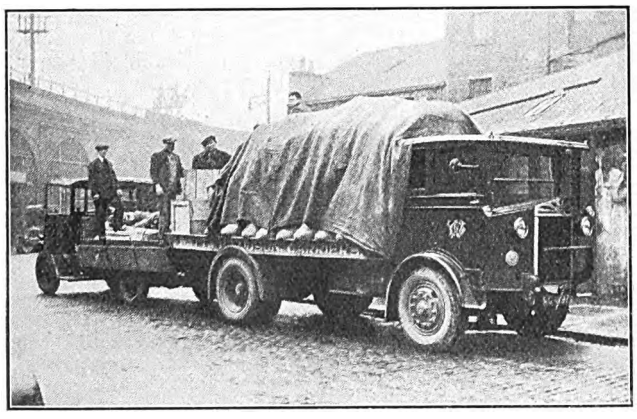
are specialists in boiler repairs and also undertake welding work by either the oxy-acetylene or electric processes.

**Motor Transport in Middlesex.**—The 1930 report of the Middlesex County Council states that some indication of the rapid increase of motor transport in the County may be gathered from the fact that at the 31st March, 1922, shortly after the operation of the Roads Act, 1920, there were only 25,000 vehicles of all classes kept in the County, whereas at the 31st March, 1930, this figure had increased to 120,000—an increase of 95,000 in a period of eight years. The County Council still continues to licence and register all mechanically propelled vehicles kept and used by the Admiralty, War Office, Air Ministry, and Ministry of Labour, notwithstanding the fact that the vehicles may be kept and used in other counties. No duty is chargeable in respect of vehicles the property of the Crown.

35/55 H.P. 4-TON ALBION OVERTYPE VAN BELONGING TO MESSRS. CARTER, PATERSON & CO., LTD., LONDON.

**Recent "Albion" Deliveries.** — We illustrate a 4-ton overtype van in the service of Carter, Paterson & Co., Ltd., the well-known carriers who run a considerable number of "Albion" vehicles. This "Albion" 4-ton overtype is very useful for operating in narrow streets where the small turning circle is a valuable feature. Our other photograph shows a 35-55 h.p. 4-ton "Albion" overtype lorry supplied by the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, to Messrs. Watt & Davidson, a firm of Aberdeen carriers who run a daily service between Aberdeen and Glasgow. The machine does the return journey once in every twenty-four hours, three drivers working in shifts.



35/55 H.P. 4-TON ALBION LORRY BELONGING TO MESSRS. WATT & DAVIDSON, CARRIERS, ABERDEEN.

**A Modern Map.**—The tenth and final sheet of the new R.A.C. touring map of England and Wales has now been published for the Club by Messrs. George Philip and Son. All Ministry of Transport roads under the headings of A and B roads are marked with their official numbers, the former being shown in red and the latter in green. R.A.C. main through routes are indicated by broader red and green lines. A large number of roads outside the Ministry of Transport classification, but suitable for motoring, have been inserted for the use of motorists who prefer the by-ways to the highways. Distances between all road junctions are given in red, dangerous hills and level crossings being also clearly indicated. All railways and railway stations are marked. The scale is approximately three miles to the inch, which whilst sufficiently large to give all the detail that the ordinary motorist requires, does not render the map in any way ungainly or difficult to use on long journeys. The price of each sheet is 3s. 6d., and single sheets or the complete map are obtainable from the Secretary, R.A.C. Touring Department, Pall Mall, S.W.1.

**Change of Address.**—Van Oppen & Co., Ltd., the well-known international transport, shipping, insurance and freight brokers, have removed their Manchester office to more commodious premises at 68, Major Street, Manchester, and the firm will be in a position to offer excellent storage accommodation for ordinary merchandise and packing at competitive rates, and their organisation is at the disposal of their friends for the transport of goods, and passengers, to and from all parts of the world, also for packing, insurance, and in fact, anything incidental to transport.

**League of Nations. Advisory and Technical Committee for Communications and Transit** — The Report issued from Geneva on the Seventh Session of the Advisory and Technical Committee for Communications and Transit, League of Nations, held at The Hague at the end of May last shows that many questions were examined. Taxation of Motor Vehicles and Road Signalling were considered, and on the subject of the establishment of First-Aid Stations on Roads the Committee thinks it expedient to follow up the development of first-aid stations on roads, a question of great importance owing to the considerable increase in road traffic.

**London's Underground.**—Some remarkable figures are contained in the annual returns for last year of London's electric underground railways. Associated under a common fund, the Metropolitan, the London Electric Railway, the City and S. London, the Central London, and the London General Omnibus Companies carried 1,959,894,236 passengers 264,012,694 miles. This was an increase over the previous year of over 116,000,000 passengers and over 11,000,000 miles.

**Lift Jacks Wanted.**—At the Fire Brigade Committee of the Coulsdon U.D.C., the Chief Officer referred to a serious accident which occurred at Sanderstead Village when a woman was pinned underneath a motor coach, and reported upon the difficulties experienced in releasing the person from under the vehicle and suggested that a quick double lift jack be purchased at a cost of approximately £7, to form part of the equipment of the ambulance. The Committee recommended instructing the Chief Officer to obtain full particulars regarding the type of jack reported upon, also of any suitable hydraulic jacks.

**Regulation of Traffic at Tram Stops.**—At the Transport Committee of the Manchester Corporation, a report was presented by the General Manager on the question of a bye-law for the protection of tramway passengers when boarding and alighting from tramcars at stopping places, and it was decided that the Parliamentary Committee be requested to make formal application under the powers of the Road Traffic Act, 1930, Section 46, to the Ministry of Transport for an order for the regulation of traffic at tramway stopping places in the city.

## MERSEYSIDE.

**Livestock Transport.**—Concerning the Transit of Animals (Amendment) Order, 1930, Messrs. H. Rigby and Co. (Liverpool), Ltd., who operate a fleet of vehicles engaged in the transport of livestock, wrote to the Commercial Motor Users' Association (Liverpool Area) to inquire whether it is obligatory on carriers using double decked vehicles, to have ramps fitted to the top decks. Mr. C. Dudley Whitnall, the secretary, has replied that the Ministry of Agriculture and Fisheries points out that under the Order, "it will be necessary for each deck of every motor vehicle used in the conveyance of animals to be provided with facilities for the loading and unloading of the animals, as specified in article 5 of the Order."

**Liverpool Rail Cartage Rates.**—Cartage rates for heavy articles transported by railway companies have been modified in certain details. L.M.S., L.N.E.R., C.L.C., and G.W.R. have withdrawn the additions to the ordinary cartage charges, which hitherto have been made for articles weighing between five and ten tons, and for articles above ten tons they have reduced the charges to the figures shown below for cartage between the railway stations and the docks or town premises at Liverpool and Birkenhead Cartage charges for heavy articles (exclusive of loading or unloading at sender's or consignee's premises) are:—above ten tons but under 15 tons, 4s. 6d. per ton; above 15 tons but under 20 tons, 6s. 6d. In the case of transformers over 6 ft. 6 in. in height and

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exceeding five tons but not over ten tons the rate is 5s. per ton; above ten tons and under 15 tons, 6s.; 15-20 tons, 7s. 6d. Where the consignments (except transformers) are carried at "Free alongside Ship" rates or rates ordinarily including collection or delivery, no charge for cartage will be made on articles up to 10 tons in weight. Where the conveyance rates do not include collection or delivery, the ordinary cartage charges apply on pieces weighing ten tons and under.

**Liverpool Horse Parade.**—In connection with the forthcoming Liverpool May Parade of Horses, the Corporation health authority has decided to allow one day's additional wages to carters, stablemen and mechanics whose conduct has been satisfactory. Usually the health authority enters close on 100 horses in the May Parade. The Lord Mayor of Liverpool, who presided at the February meeting of the Committee, said that some people wondered why in these days of motors, Liverpool should continue to have a parade of horses. The fact that horses on the streets were becoming fewer was all the more reason why the May processioin should continue to be held. The procession made horse owners take a real pride in their animals and to that extent it was good for the horses. This year certain features of the May parade will be amalgamated with the Royal Lancashire Agricultural Show at Wavertree Playground. The date of the street procession is Saturday, May 30th. Officers appointed: President, Ald. Muirhead; vice-president, Councillor J. R. Hall; hon. treasurer, Councillor W. T. Roberts; hon. auditor, Mr. G. Bowler; hon. secretary, Mr. T. Eaton Jones; chief steward, Mr. R. B. Neilson.

**Re-elected.**—Mr. P. M'Getrick, cartage and haulage contractor of Birkenhead, has been re-elected a director of the Birkenhead Chamber of Commerce.

## MANCHESTER.

**A New Facility.**—The posting of letters in receptacles provided on late buses serving thinly populated districts where there are infrequent postal collections, is likely to prove a much appreciated convenience. On the Bolton to Warrington bus service this facility is now provided. This bus, which leaves Bolton at 8 p.m., carries a box into which are deposited letters collected en route and this is cleared by the postman at the Warrington end. Immediately on the arrival of the bus, the letters can thus be cleared by the night mail.

**Lorries Take Traffic from Canals.**—Speaking at the annual meeting of the Rochdale Canal Company, Mr. Amos Mitchell, the chairman, said the proximity of the undertaking to the large transport centres renders it particularly susceptible to competition from road transport, and this, together with the depression in trade, continued to affect adversely the earnings of the company.

**Big Motor Bus Orders.**—It was announced at the annual meeting of Crossley Motors, Ltd., held in Manchester on February 26th, that orders amounting to nearly £250,000 had been obtained by the motor bus department. Sir Kenneth I. Crossley, Bart., said particular attention had been given to the development of a Diesel engine for passenger and goods transport. The Crossley Diesel had now reached an advanced stage and would shortly be marketed. A new type of six cylinder double deck bus had been introduced for which a large number of orders had been received.

## NORTH-EAST COAST.

**Inter-Travel Facilities.**—Over 151,500 passengers had taken advantage up to January of the facilities for inter-available travel by train and bus introduced in the North-East area by the L.N.E.R. and its associated bus companies. These figures are considered by the L.N.E.R. to be satisfactory in view of the depressed state of trade, and more important developments will probably take place when stable conditions return.

**Traffic Controls for Gateshead.**—Automatic traffic signals are being installed at six busy crossings in Gateshead. These are being manufactured by Messrs. J. H. Holmes & Co., Ltd., of Hebburn-on-Tyne, and a grant of 60 per cent. has been made by the Ministry of Transport towards the expenditure of between £800 and £900.

**New Showrooms.**—New motor showrooms have been opened in Newcastle by Messrs. R. H. Patterson & Co., Ltd., the Ford dealers, at St. Nicholas's Buildings; and at the Motordrome (Northumberland Street and Haymarket) by its new proprietors, Auto Garages (Northern). Ltd. The staff of the latter held an enjoyable dance in the Grand Assembly Rooms.

**Depot Staffs' Social.**—The Northern General Transport Co.'s Sports Club held a whist drive and dance at Gateshead recently, which was attended by Mr. H. H. Stagg, resident director, Mr. R. H. Maxwell, assistant manager, Major Hayter, chief engineer, Mr. James, assistant engineer, and Mr. E. C. Sears, chief traffic superintendent. Mrs. Stagg presented the prizes. The M.C.'s for the dance were Messrs. G. Miles and H. Watson, and for whist Messrs. R. Madden and J. Pattinson.

**Almost Noiseless Tramcar.**—What is claimed to be the country's most luxurious double-deck tram car, possessing many unique features, has been put into commission at South Shields. Designed by Mr. James Austin Baker (manager of the Corporation Tramways) and constructed locally, the new car has the speed of a motor bus in street traffic; luxurious fittings, with electric heaters under the seats; special provision for noise elimination, improved ventilation, and devices indicating to motorists when the car is stationary or slowing down. The interior framing is of mahogany and English oak panelling and illumination is provided by 26 60-watt lamps. The seats are of rattan cane, fitted with special springs. Instead of the usual gong an electric horn is provided; and gutters allow rain water to pass down the sides of the car through lead pipes.

**Newcastle Invention.**—A Novocastrian, Mr. George Wilson, has, it is reported, brought to perfection an invention that prevents motor vehicles from running backwards downhill, regardless whether the brakes are used or not. It is claimed that no matter how steep a gradient may be, a car fitted with this device, a form of sprag, cannot possibly move backwards unless first placed in reverse gear. The sprag, which can be fitted easily and compactly to the transmission of any make of car, consists of a wheel equipped with a number of pawls, which is fitted to the carden shaft of the transmission and revolves inside a fixed sprag wheel. The stopping action is obtained by the pawls engaging in the teeth of the sprag wheel. The device is silent, and only when the speed drops to three miles an hour can a faint whirring sound be heard.

## HULL.

**Tender Accepted.**—Hull Tramways Committee have accepted the tender of Messrs. Mayor & Co., Hull, for No. 1 petrol at 1s. net per gallon delivered to the various bus depots in 40/50 gallon drums and 2 gallon cans. The contract is for six months with the option of extending it to twelve months.

**Humber Bridge Bill.**—Final preparations are now being made for the Parliamentary fight on this Bill. The opposition of the Humber Conservancy Board, the Aire and Calder Navigation and other important bodies has not abated in the least. Under-rated at first its seriousness is now fully realised by the promoters of whom the Hull Corporation are the chief, with the result that they have briefed a more prominent leader of the Parliamentary bar as their chief counsel and have retained an additional number of witnesses. The hearing is expected to extend over three weeks. Altogether twenty-two petitions have been deposited against the Bill. The Ministry of Transport asked the Humber Conservancy Board to submit clauses which would be acceptable to them and were informed, in reply, that their opposition was against the Bill as a whole and that no clauses would satisfy them.

## NORTHERN IRELAND.

**Traffic Manager of G.N.R. (Ireland).**—Mr. J. Lockhart has taken up the appointment of Traffic Manager of the Great Northern Railway (Ireland) in succession to Mr. W. J. Bailie, retired. Mr. Lockhart, who is a native of Dumfries-shire, entered the service of the Caledonian Railway in 1896, and in 1909 joined the service of the Pekin-Mukden Railway, transferring, after nine years, to the Ministry of Communications, as Chief Accountant, and later Manager, of the railway clearing house. He was Secretary to the Chinese traffic and accounts conferences, and a delegate representing the Chinese railways at conferences on international traffic held in the Far East. When the Peking Government collapsed in 1928, Mr. Lockhart went to Nanking as adviser to the through traffic administration of the Ministry of Communications of the new Government, and when a Ministry of Railways was established he was transferred to the department. Then he took charge of the traffic division of the Ministry. He organised a bureau of Chinese railway statistics, and was appointed adviser to the Ministry of Railways, the post he held when he accepted his new post in Ireland.

**Railway Receipts Down.**—The year 1930 was one of the worst in the history of the Great Northern Railway (Ireland) according to the reports at the annual meeting. Gross receipts were down by £86,734, and passenger traffic by £32,205, the number of passengers being

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307,000 less than in 1930. Merchandise was down by £39,830, and the tonnage by 42,400 tons. The deficit on the bus services was £13,000, but the motor lorry service revenue more than covered the working cost. Salaries and wages made up more than two-thirds of the total expenditure, and were 2½ times more than in 1913. There must, said the Chairman (Sir George Clark, Bart., D.L.) be some relief from that burden. In spite of the reports he refused to be despondent. Private motor cars, he added, were an even greater factor in diverting traffic from the railways than bus transport.

**Belfast and County Down Railway.** — Mr. Thomas Richardson, Chairman of the Belfast and County Down Railway Company, in pre-war days one of the best paying concerns of the kind in these islands, was pessimistic in his speech at the annual meeting. There was little hope for recovery in the position of the railway in 1931. Receipts already showed a marked decline, and they must be prepared for a similar and perhaps a more marked falling-off. The gross receipts, £236,692, were £627 less than in the previous year. Passenger traffic showed an increase in number and receipts over 1929, but goods traffic was down by £6,000. Mr. Richardson suggested that the Northern Ireland Government should take steps to restrict the conveyance by road of very heavy traffic for distances of over, say, ten miles, where there was an alternative route by rail.

**IRISH FREE STATE.**

**Dublin Tramways Company's Services.**—From the report of the Dublin United Tramways Co., Ltd., for the year 1930, it appeared that the total number of passengers carried last year was 88,959,247, a number which showed an increase of 10,423,628 over 1929, but then during 1929 there was a strike period during which the service was suspended for 36 days. The total receipts from passenger traffic in 1930 were £518,722, as compared with £462,105 in 1929. In the omnibus section the gross receipts for last year were £138,424, and the working expenses were £145,683, showing a deficit of £7,259. The receipts from omnibus services in 1929 were £127,226, and the expenses, £130,095, giving a deficit of £2,869.

**Imports of Motor Vehicles into the Irish Free State During 1930.**—From the trade returns of the Irish Free State for the year 1930, it appeared that the number of commercial motor vehicles imported into the Free State last year was 1,285, valued at £210,632, as compared with 1,088 vehicles valued at £186,102, in 1929, and motor tractor parts were imported to the value of £796,372 as against £794,852 in 1929. Touring motor cars to the extent of 7,569, and to the value of £1,055,852 were imported during 1930, as compared with 7,627 of the value of £1,174,142 in 1929. The export of tractors from the Free State showed a substantial increase during 1930, the value of the tractors exported last year being £1,682,897, as against £919,151 during 1929. The export trade of the Free State in tractor parts also showed an increase last year the value of the exports being £903,742, as compared with £888,126 during 1929. The tractor industry of the Free State in this way showed an export trade amounting in value to over £2,580,000 for the year ended 31st December, 1930.

## Answers to Inquiries.

Storage of Petrol and Name on Vehicles.

**Questions:**—Can you tell me please how much petrol can be kept in a shop for use in connection with a delivery vehicle without obtaining a licence or special permission? Where can I obtain a copy of the Regulations or Act of Parliament governing the question? Is there a law stipulating that the Secretary's name, in the case of a Limited Company must be shown, on all that Company's vehicles.

**Answers:**—We attach a copy of an editorial note appearing in The World's Carriers, July 15th, 1930, which gives you all the information you require concerning the storage of petrol under the conditions you mention. If you require a copy of Statutory Rules and Orders, 1929, No. 952, it can be obtained from H.M. Stationery Office or through any bookseller. As to the Secretary's name being painted on motor vehicles, this was required by Section 76 of the Highways Act, 1835, which has been repealed by the Road Traffic Act, 1930. The new Regulations, The Motor Vehicles (Construction and Use) Regulations, 1931, dated January 10th, contain no such regulation. As the new regulations are making their appearance almost daily, the requirement may be included in one of them at a later date, but at the moment there is no necessity to have the owner's or secretary's name and address on the vehicle.

Door Hinges.

**Question:**—Will you be good enough to give us the name and address of the makers of "Monarch" Door Hinges used in connection with the Ramp on Motor Horse Boxes?

**Answer:**—The Monarch Door Controller Co., 7, Victoria Street, London, S.W.1.

Conversion from Solids to Pneumatics.

**Question:**—Can you supply us with details of a unit for converting a steel tyred horse-drawn furniture van to pneumatic tyred wheels.

**Answer:**—We recommend you to write to Messrs. R. A. Dyson & Co., Ltd., who have brought out a special conversion arrangement for using pneumatic tyres on vehicles in place of solids.

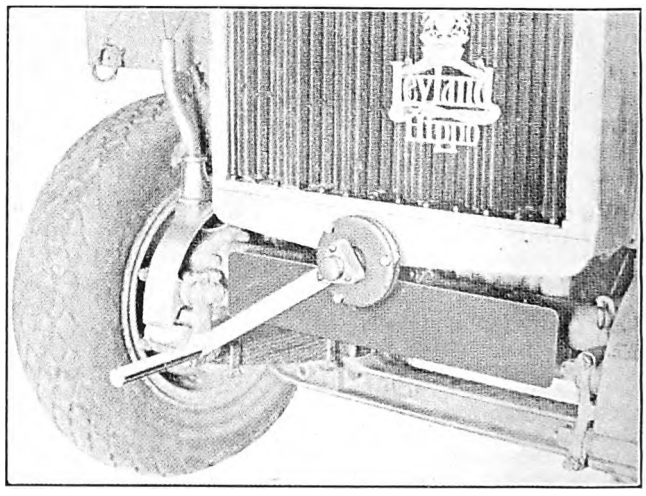
First-aid Outfits.

**Question:**—We believe that according to Regulations issued by the Ministry of Transport a first-aid outfit will have to be carried on every express carriage, and I am anxious to get a sample outfit to submit to the Commissioners in this area for approval. I am anxious to get in touch with a firm who can supply a sample?

**Answer:**—We send you some catalogues which cover a number of such first-aid outfits you mention, but we think it would be as well to wait until the regulations are issued before making any definite move, as such regulations may specify clearly the kind of outfit required. The regulations are still under consideration by the Ministry of Transport, and at present no indication has been given when they are likely to be put into operation.

## The Hepworth Safety Starting Handle.

The back fire danger, when starting a motor engine with the ordinary starter handle, is well-known to all motorists and therefore a safety device which does in fact eliminate all danger from the operation, is something which will no doubt be welcomed by all motorists as indeed it should be. A very important point in the design of this starter safety device, is its simplicity. The description is as follows:—The usual starter shaft bearing bracket is formed with a housing, either attached or integral, to hold the mechanism. Fixed to the starter shaft is a quick pitched thread disc in mesh with a nut. The nut is allowed to revolve clockwise



THE HEPWORTH SAFETY STARTER ON LEYLAND LORRY.

(the appropriate direction for starting), but not anticlockwise. Therefore, in the event of a "back fire" or anticlockwise movement of the crankshaft, the starter shaft is driven in that direction also, but, seeing that the nut is now locked, the shaft is spiralled out of mesh with the crankshaft dogs. The starting handle moves through an arc of about 5 deg. but this is not felt by the operator. Its application to mechanical starters, obviates shearing the driving pins in the event of a backfire. The illustration shows the device fitted to a Leyland "Hippo." We understand that Leyland Motors, Ltd., have decided to fit the device as standard very shortly. The inventor is Mr. N. J. Hepworth, and the manufacturers Messrs. T. S. Harrison & Sons, Ltd., Heckmondwike, Yorks.

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# More Traffic Rules for London.

In February, 1930, the Minister, following the receipt of a report from the London and Home Counties Traffic Advisory Committee, made the London Traffic (Waiting, Loading and Unloading of Vehicles) Regulations, 1930, which apply in three small areas comprising Piccadilly Circus, Marble Arch and St. Giles' Circus and short lengths of the thoroughfares leading into these areas.

The Committee have reviewed these Regulations in the light of the experience gained during the past year and have advised the Minister that further steps should be taken to reduce the inconvenience caused to traffic by vehicles waiting for the purpose of loading and unloading or for picking up or setting down persons. After considering the Committee's recommendations the Minister has now given notice of his intention to make fresh Regulations under Section 10 of the London Traffic Act, 1924 (superseding those referred to above). The proposed Regulations provide, as regards the streets named in a First Schedule thereto, that between the hours of 12 noon and 7 p.m. on Mondays to Fridays and between 12 noon and 3 p.m. on Saturdays:—

(i) vehicles may not wait in any scheduled street for a longer time than is necessary for persons to board or alight therefrom;

(ii) loading or unloading of vehicles shall not be done in a scheduled street, where it can be undertaken in a neighbouring street;

(iii) vehicles shall not stand for a longer period than 15 minutes where the loading or unloading must be performed in the scheduled street.

The foregoing restrictions would also apply to the streets named in the Second Schedule to the Draft Regulations except that there would be no time limit upon vehicles loading or unloading in a scheduled street.

No vehicle will be permitted to wait for any other purpose than loading or unloading, e.g., waiting whilst the driver is taking refreshment, canvassing for orders, etc., will be prohibited.

A specific exception is made in the Regulations in respect of vehicles employed on building operations and exceptions are also provided in favour of vehicles in use in connection with the removal of obstruction to traffic or urgent repairs to pipes, mains or underground conveniences.

The First Schedule to the Regulations comprises the streets and parts of streets converging upon the following areas:—(i) Piccadilly Circus; (ii) Hammersmith Broadway; (iii) Seven Sisters Road near its junction with Holloway Road; (iv) Finsbury Park Station; (v) Junction of Walworth Road with Hampton Street and Deacon Street; (vi) Junction of Pentonville Road and St. John Street; (vii) Westminster Bridge Road (between Belvedere Road and Oakley Street); (viii) Brixton Road (between Acre Lane and Stockwell Road).

[**Note.**—The areas at Marble Arch and St. Giles' Circus covered by the existing Regulations will be provided for under the Regulations proposed to be made in connection with the traffic signalling scheme in Oxford Street referred to in another part of this issue].

The undermentioned streets or parts of streets comprise the Second Schedule:—

Kensington High Street, between Kensington Gardens and Hornton Street; Charing Cross Road, between Denmark Street and St. Martin's Lane; Shaftesbury Avenue, between Great Windmill Street and New Oxford Street; Regent Street, between Princes Street and Air Street and between Great Castle Street and Langham Place; Mortimer Street; Strand; Piccadilly, between Air Street and Stratton Street; Wigmore Street; Great Portland Street, between Market Place and Euston Road; New Bond Street, between Blenheim Street and Old Bond Street; Old Bond Street; Theobalds Road; High Street, Notting Hill, between Johnson Street and The Mall.

Any person acting in contravention of any of the provisions of the Regulations will be liable on summary conviction, in the case of a first offence to a fine not exceeding £5, or in the case of a second or subsequent offence to a fine not exceeding £10.

Copies of the Draft Regulations are obtainable from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, either directly or through any bookseller at a cost of 2d. per copy.

Any person who desires to make representations in regard to the Draft Regulations should make them in writing to the Secretary, Ministry of Transport, 7, Whitehall Gardens, London, S.W.1, not later than April, 1931.

# Machinery as Hard Cash.

## A Morris Engineer on Plant Depreciation.

An interesting paper on the subject of plant depreciation and replacement problems was recently read by Mr. F. G. Woollard, General Manager of the Engines Branch of Morris Motors, Ltd., before the Institution of Automobile Engineers.

Mr. Woollard is of opinion that failure to appreciate the importance of plant depreciation as a factor in production cost has been at the back of many troubles which beset automobile and other engineering firms in this country. He reminds us that in the early days of motoring, many motor car manufacturers began well, paying thirty or forty per cent. for a brief period of years, and then collapsed utterly, simply because their balance sheet depreciation figures for their plant were all wrong.

Generally speaking, the amount of depreciation is much larger than is usually recognised, for the simple reason that the figures involved spread over a number of years. It is suggested that current balance sheet methods of estimating the value of plant suffer from the following three evils:—

(a) Too rapid depreciation in early life.

(b) Too slow depreciation in later life.

(c) An unduly high anticipated value when the time comes to dispose of the asset.

Things move very rapidly in the machinery world of to-day and, moreover, plant has to be worked to the utmost capacity of its production. The up-to-date manufacturer must buy new stock at much shorter intervals than formerly, knowing that it will become all but valueless when it has to be sold in a few year's time.

The suggested remedy is a costing charge upon every article produced in the Works to form a replacement fund. In the case of motor cars, for instance, it is suggested that this charge might be £5.

This question of plant depreciation is one which must increasingly engage the attention of company directors, engineers, manufacturers and the investing public. Almost every industry is dependent in some measure upon expensive machinery which has to be accounted for satisfactorily in the balance sheet.

# Publications Received.

The Anglo-American Year Book, 1931. (American Chamber of Commerce in London, Aldwych House, Aldwych, London, W.C.2. Price 15s. net.) The 1931 Anglo-American Year Book is the ninth edition, and contains as usual a very considerable amount of useful and interesting information. On the business side the Commercial Directory of 8,500 names and addresses of principal firms together with their agents, representatives or affiliated houses in Great Britain and the United States, will be found of much value as a reference list to firms engaged in Anglo-American trade. The Residential Directory and the "Anglo-American Who's Who" cover the Social side. The Anglo-American Institutions and Clubs, such as the Pilgrims, the English-Speaking Union, the American Society, the American Chamber of Commerce, etc., are listed and a short resume of their activities during 1930 is given. Their officers for the present year are also included. A series of instructive articles dealing with a variety of subjects is included, "Opening up an American Business in Britain," "English Law for Americans," "English Inheritance Taxes as Affecting American Citizens," "United States Income Tax Affecting British Companies," "British Business in the U.S.A." "American Law for Britons." The book has been thoroughly revised and brought up-to-date, and the whole forms an extremely valuable compendium on Anglo-American affairs. Through the courtesy of the American Consulate General a complete statistical record of British American Trade during 1930 is included.

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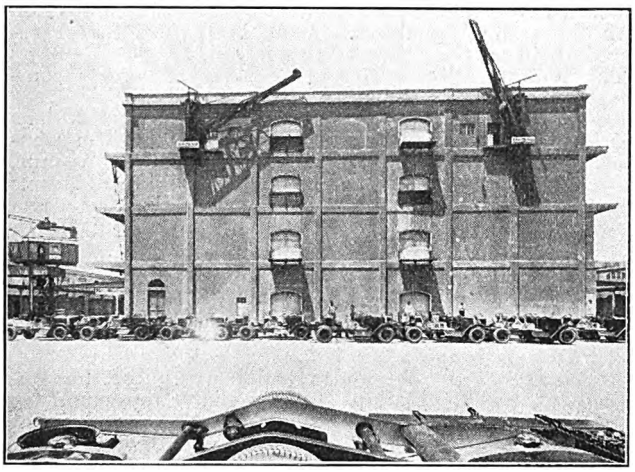
# Motor Notes.

**Morris Commercial Trucks for Buenos Aires.** — Our photograph shows over sixty Morris Commercial trucks on the quayside at Buenos Aires, these being the largest shipment of British vehicles ever seen in the Argentine. The order for these vehicles was given on December 16th by the first direct circuit public telephone between Buenos Aires and Great Britain. Such demand for British vehicles in the Argentine is interesting in view of the activities in connection with the British Empire Trade Exhibiton which was opened in Buenos Aires on Saturday by H.R.H. the Prince of Wales.



OVER 60 MORRIS-COMMERCIAL VEHICLES ON THE QUAYSIDE AT BUENOS AIRES.

**Transport Extraordinary.**—It is curious that the possibilities of the motor vehicle for transport over rough country has begun to be developed only during recent years. We imagine our photograph of a Guy 8-wheeler here reproduced, shows an extreme development for the present at least. It is stated that this vehicle will easily negotiate trenches 6 feet wide and practically of any depth, as the front wheels do not sink into the trench but carry on straight across a 6 foot gap with a drop

THE GUY 8-WHEEL DRIVE VEHICLE.

which is only proportionate to the flexibility of the road springs. Also the suspension of this vehicle is practically perfect as the weight is distributed over eight wheels. The rear wheel suspension is a normal bogie arrangement but a different type of spring is employed for the front wheels, all four of which steer. The wheelbase of the vehicle measured from the first front hub to the centre of the rear bogie, is 13 feet and a body space of 11 feet is available. The drive is taken through all the eight wheels. The vehicle is fitted with a winch which gives a maximum pull of 7 tons with a capacity of 250 feet of cable. The whole of the available four speeds in the main gear box can be utilised for winding, and arrangements are made for the pull to be taken from the rear or either side of the chassis.

**Vulcan Successes.**—In a very keen competitive market, and after the most gruelling tests were made of competitive makes of vehicles, the Vulcan Motor & Engineering Co. (1906), Ltd., of Southport, have been favoured with orders for ten 3-ton refuse collectors from Plymouth Corporation and six 35/40 cwt. refuse collectors from the St. Marylebone Council.

**A Commer Service Station for the Midlands.**—Commer Cars, Ltd., Luton, have recently opened premises in Great Hampton Street, Birmingham, for the sale and service of Commer commercial vehicles. The workshop is 150 feet in length and has been equipped with the latest machinery and plant for the service of vehicles. Full range of spare parts is stocked.

**Willys Overland Crossley Price Reductions.** — Willys Overland Crossley, Ltd., Heaton Chapel, Stockport, announce that as from the 3rd March the price of the Willys express van is reduced from £178 to £155 and that the price of the commerce saloon has been reduced to £168. Early delivery of both models can be given.

**With a Pound of Tea!**—Black & Green have recently taken delivery of the vehicle shown in the photograph, the display body of which is mounted on a Dennis G.L. type passenger chassis, which they have placed on the road to tour towns and villages showing to the public the gifts which they may obtain by collecting labels from their

BLACK AND GREEN'S GIFT DISPLAY CAR. DENNIS G.L. TYPE PASSENGER CHASSIS.

tea packets. The car contains a sufficient quantity of stock, in addition to that displayed in the windows, to enable members of the public to hand their labels to the attendant in charge and receive their gifts in exchange.

**F.W.D. Now to be Known as Hardy Motors, Ltd.**—In a new brochure just issued by Hardy Motors, Ltd., 12, Whitehall, London, S.W.1, there is the following important notice:—

> "When Four Wheel Drive Motors, Ltd., became allied with the Associated Equipment Co., Ltd., it was decided that the former Company's products be redesigned to utilise standard A.E.C. units. In order that these "all-British" vehicles may not be confused with the American made F.W.D. they will be marketed under the name 'Hardy' by Hardy Motors, Ltd."

With regard to the brochure: this is a well illustrated production containing full particulars of the "Hardy" four and six wheel drive vehicles, and it is pointed out that the majority of units used in their construction are interchangeable with those on A.E.C. vehicles of similar carrying capacity. The first page of the brochure explains the advantages of the four wheel drive when travelling over soft or uneven ground. The Hardy vehicles are designed so that the front wheel drive can be disengaged automatically when travelling on good roads. The vehicles are fitted with A.E.C. engines, four and six cylinder models, which engines are fully described and illustrated as are also the details of the transmission, frames and springs. Specifications and illustrations are given of models 4/3, 4/4, 6/6, 6/8, and 6-T, R/6/8 and

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R/6/T, the T models being tractors. In addition particulars of Hardy rail motors are given.

**Wheel Conversion—Solids to Pneumatics.** — We have received a leaflet from R. A. Dyson & Co., Ltd., Grafton Street, Liverpool, illustrating their method of converting cast steel spoke wheels, constructed for solid tyres, to wheels suitable for pneumatic tyres. The firm has installed special plant for this work and are in a position to execute conversions at a price very attractive as compared to the hub and disc wheel conversion. The advantage of their proposition is the retention of the original wheels, and in nearly every instance the brake gear, etc.

**Leyland Deliveries.**—The two vehicles shown in the photograph have recently been supplied by Leyland Motors, Ltd., Leyland, to Messrs. E. D. Robinson & Son, of Chorley. The larger of the two is a Buffalo 6-tonner

A LEYLAND BUFFALO 6-TONNER AND A BADGER 50-CWT. LORRY.

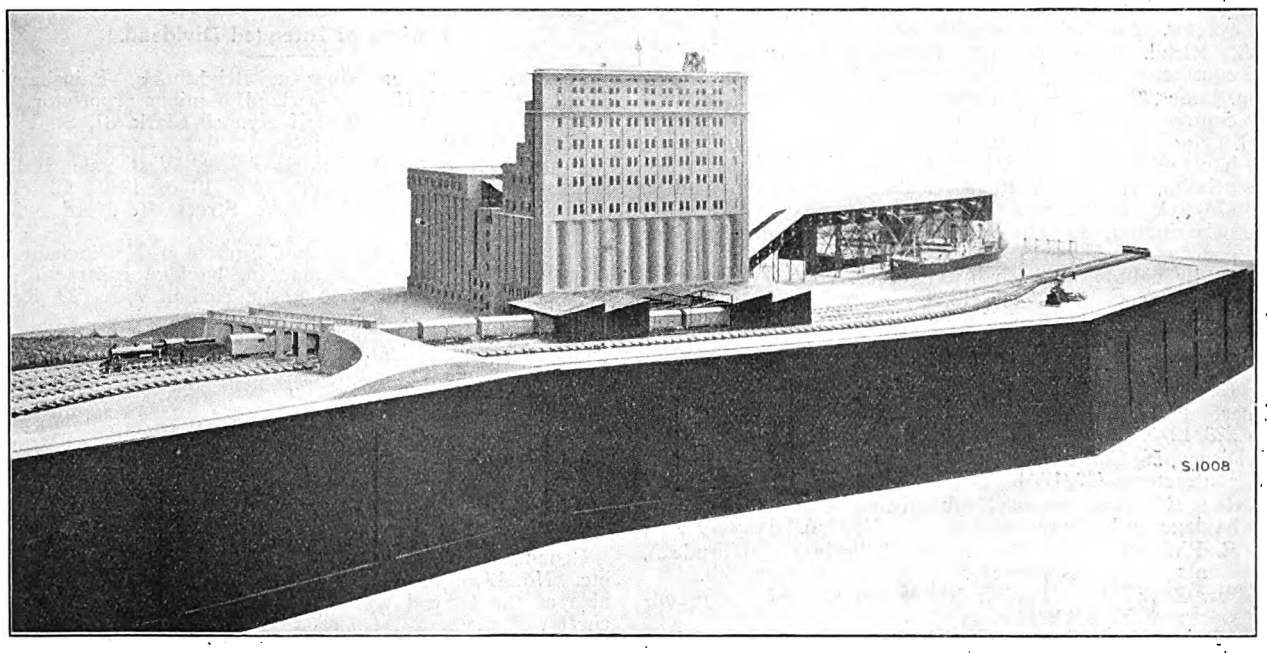
and the smaller one a long wheelbase Badger 50 cwt. They are to be used for the transport of corn, hay and straw and will cover about 100 to 120 miles per day.

**The British Grain Elevator for the Argentine.**—Our photograph is of a model of a 80,000 ton grain elevator system made by Henry Simon, Ltd., Engineers, Cheadle Heath, Stockport, to the order of the Argentine Railway Companies, for exhibition at the British Empire Trade Exhibition opened on Saturday at Buenos Aires. The model demonstrates the most modern methods of handling and storing grain and delivering it to ships for transport. The whole system of dealing with the grain from the wheat field to the ship is shown by means of working models which are exact replicas in miniature of the actual plant and buildings used at different points in the system. It is shown how the wheat is cut by mechanical harvesters, threshed and transported to the camp silos in motor vehicles and there stored until required. The grain is automatically delivered from the silo to bulk railway wagons for transport to the port where again it is stored until the ships are ready to receive it. For delivery to the ships the grain is transferred by elevators and conveyors to the gantry on the quay alongside the vessel waiting. The gantries are provided with a series of conveyor belts from which the grain is discharged through numerous spouts direct into the holds of the ships. By this system thousands of tons of wheat can be handled every hour.

**Albion Orders.**—George Farmiloe & Sons, Ltd., lead product manufacturers, have recently purchased from the

A 30/60 H.P. ALBION ON LOW-LOAD LINE CHASSIS.

Albion Motor Car Co., Ltd., Glasgow, a 4-ton bonnet type lorry fitted with a timber gantry behind the cab, for the transport of long rolls or tubes. The illustration shows a van mounted on a low load line overtype chassis, supplied to the Crown Bedding Co., of Birmingham. The machine has a capacity of approximately 1,250 cubic feet and the painting is carried out in such a striking manner that it cannot be but an excellent advertisement for its owners.




MODEL OF THE TERMINAL GRAIN ELEVATOR NOW BEING BUILT AND EQUIPPED BY HENRY SIMON, LTD., AT THE PORT OF INGENIERO WHITE BAHIA BLANCA, ARGENTINE.

**The Bean 50-60-cwt. Empire Chassis.**—Bean Motors, Ltd., Tipton, Staffs, have sent us their leaflet dealing with the latest type 50-60-cwt. Bean commercial Empire chassis. Reduction in prices has been made and twin rear tyre equipment is now supplied without extra charge. The model has been on the market for about eighteen months and is, we understand, giving highly satisfactory service. The price of the short wheelbase chassis is £540 and the long wheelbase chassis £560; a charge of £30 extra is made for four wheel brakes and £20 for a self-starter.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

E. E. Down, Union Street, Newton Abbot, Devon., haulier, etc. £29/2/3. December 4th.

G. A. Jarman, The Poplars, Rectory Road, Pitsea, Essex, coal and cartage contractor. £43/6/9. December 16th.

L. W. Dandridge, The Haven, Highfield Road, Cove, Hants., haulage contractor. £52/1/2. December 12th.

A. J. Hawkins, Ardee, Norham Avenue, Southampton, carter. £30/12/0. December 17th.

H. Flowers, 1, Market Place, Ordnance Road, Enfield Lock, Middlesex, cartage contractor. £34/16/6. December 19th.

W. J. Davies & Sons, Park Garage, Cwmcarn, Monmouthshire, char-a-banc proprietors. £133/18/1. December 2nd.

T. & J. Bartlam, Cinderhill, Longton, Staffs., haulage contractors. £32/9/10. December 1st.

A. H. Dainty, 47, Abbotts Road, Leek, Staffs., haulage contractor. £36/5/7. December 22nd.

Thos. Flint, 45, Chapel Street, Brierley Hill, Staffs, haulage contractor. £26/4/11. November 21st.

Albt. Edwd. Dean, 44, Springfield Lane, Ipswich, removal contractor. £41/10/0. December 10th.

J. Skinner, George Street, Fishersgate, Sussex, haulage contractor. £30/7/3. December 12th.

T. S. Barker & Sons, 101, Town Street, Bramley, Leeds, haulage contractors. £42/17/10. December 15th.

Thos. Halliday, 9, Ives Street, Shipley, Yorks., haulage contractor. £63/3/2. November 27th.

Robt. Richd. Jones, Penbryn, Nevin, Caernarvon, haulage contractor. £31/2/2. December 17th.

Wm. James, Water Street, Ogmore Vale, Glamorgan, haulage contractor. £25/16/7. December 20th.

F. J. Legg, Beauvois, Coombe Avenue, Ensbury Park, Dorset., haulage contractor. £34/11/0. December 2nd.

Jno. Smith, Woodleigh Road, Ledbury, Hereford., haulier. £73/9/1. December 30th.

Jno. Carrington, 96, High Street, Fletton, Hunts., haulage contractor. £32/8/8. December 31st.

Harry Broughton, Rosegarth, Poulton Avenue, Accrington, haulage contractor. £25/12/8. December 30th.

Fred W. Wade, 168, Eccles New Road, Manchester, char-a-banc proprietor. £52/4/11. November 13th.

H. Stevens, 421, Hackney Road, E., cartage contractors. £26/3/0. December 11th.

Ernest Elliott, 76, Alexandra Road, Newport, haulier. £28/12/6. December 18th.

H. Disney, 56, Constance Road, New Basford, Notts., haulage contractor. £30/17/4. December 16th.

Newton Edwards, Hazel Bank, Ewhurst, Surrey, general haulage and cartage contractor. £45/3/6. January 2nd.

W. E. Pinhorn, White Dirt Farm, Catherington, Horndean, Hants., haulage contractor. £22/0/6. January 8th.

Andrew Burke, 33, Avondale Road, Southport, haulage contractor. £27/2/11. January 2nd.

Holt Bros. (Rochdale), Ltd., Weir Street Garage, Rochdale, char-a-banc proprietors. £27/18/0. January 9th.

Napier Transport Co., Tythe Farm, Tythe Farm Lane, Harmondsworth, Middlesex, transport contractors. £53/5/11. December 2nd.

Arthur Tattershall, 77, Stibbington Street, St. Pancras, N.1, cartage contractor. £132/1/2. December 12th.

F. T. C. Axford, 7, Cheap Street, Frome, Somerset, motor haulage contractor. £34/7/4. January 8th.

Thos. Wm. Comfort, 18 and 51, Lower Mortlake Road, Richmond, Surrey, char-a-banc proprietor. £31/11/4. October 18th.

E. F. Savage, 64, Church Road, Aston, Warwick, haulage contractor. £25/12/8. November 18th.

Roland Stevens, Garden Village, Wrexham, haulage contractor. £28/17/5. December 10th.

# The Gazette.

## Dissolutions of Partnership.

JOHN MEADOWS, HAROLD WILSON FROST and WALTER HARRY FROST, trading as Meadows & Frost, motor bus proprietors, Hallwood Road, Kettering, Northants. 22nd October, 1930. All debts by Harold Wilson Frost and Walter Harry Frost.

MITCHELL GILL and HORACE BOWN, trading as Gill & Sons, haulage contractors, etc., Midland Yard, Bradford. 13th February, 1931. All debts by Mitchell Gill.

THOMAS DIXON, JOHN DIXON and ROBERT ASKHAM DIXON, trading as Dixon Brothers, haulage and general contractors, etc., Middleton on the Wolds, Yorks. 6th April, 1930. All debts by Thomas Dixon who will continue.

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

CHARLES WILLIAM BLYTHMAN, Walkerith Road, Morton, Gainsborough, Lincoln, carting contractor. Receiving order and order of adjudication, January 30th. Public examination, March 19th, at Lincoln.

WILLIAM JOSEPH GOLDFINCH, 23, New Park Road, Brixton Hill, London, S.W.2, motor driver and haulage contractor. Receiving order and order of adjudication, February 4th. Public examination, April 16th, in London.

GEORGE RAYMOND BOWDELL and ALFRED ALEXANDER BOWDELL, 87, Fitzwilliam Street, Huddersfield, Yorkshire, lately trading as "Bowdell Bros.," Fartown Mews, Flint Street, Fartown, Huddersfield, haulage contractors. Receiving order and order of adjudication, February 2nd. Public examination, March 18th, at Huddersfield.

JOHN FREDERICK SELLS, 434, Cleethorpe Road, late of Bath Street, formerly 129, Albert Street, all Great Grimsby, previously back of 53, Grimsby Road, Cleethorpes, haulage contractor. Receiving order and order of adjudication, February 6th.

WILLIAM DEAN, 94, Hampden Road, Holloway, London, haulage contractor. Receiving order, February 10th. Order of adjudication, February 16th. Public examination, April 15th, in London.

F. LE BAIGUE (male), 94, Hampden Road, Holloway, London, haulage contractor. Receiving order, February 10th. Order of adjudication, February 24th. Public examination, April 24th, in London.

JAMES JONES, 24, Blue Street, Carmarthenshire, haulage contractor. Receiving order and order of adjudication, February 10th.

## Notices of Intended Dividend.

NORMAN WHELDON NORFOLK, Brightholm, Painshawfield Road, Stocksfield, Northumberland, omnibus proprietor. No. 42 of 1930. Claims to Rudolf Kynoch Clark, 81, St. Mary's Place, Newcastle-upon-Tyne.

JOHN PITCHFORTH, 9, Victoria Street, West Vale, Halifax, Yorkshire, haulage contractor. No. 18 of 1930. Claims to John Osborne Morris, 12, Duke Street, Bradford, Official Receiver.

FRED STACEY, Old Plough Inn, Egmanton, Nottinghamshire, formerly Main Street, Egmanton, haulage contractor, etc. No. 70 of 1930. Claims to Leslie Arthur West, 22, Regent Street, Park Row, Nottingham, Official Receiver.

THOMAS DANIELS, Tyllwydyn Farm, Graigcefnparc, near Clydach, Glamorganshire, haulier. No. 1 of 1917. Claims to Alfred Joseph Rogers, Government Buildings, St. Mary's Street, Swansea.

HENRY HOUGH, Brydges Farm, known as Woodville Farm, Cross Lane, Marple, Cheshire, carrier, etc. No. 15 of 1930. Claims to Arthur Harold Ward, Byrom Street, Manchester, Official Receiver.

## Notices of Dividend.

GEORGE WORTH, 200, George Street, Shaw, Lancs, carrier, etc. No. 17 of 1930. First and final of 7¼d. in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

ALBERT VICTOR ERNEST MITCHELL, 16, Castle Street, Hastings, Sussex, trading as Mitchells Transport Service, motor transport contractor. No. 3 of 1930. First and final of 2s. 0¾d. in the £. Payable at the Official Receiver's Offices, 12a, Marlborough Place, Brighton.

HUGH CECIL JESSOP, Low Street, North Collingham, Nottinghamshire, haulage contractor. No. 77 of 1930. First and final of 1s. 0½d. in the £. Payable at the Official Receiver's Office, 22, Regent Street, Park Row, Nottingham.

## The Companies Acts.

THE RHINE AND SEA TRANSPORT CO., LTD., 65, London Wall, London. No. 00212 of 1917. First and final of 12s. 0§d. in the £. Payable at the office of the Official Receiver and Liquidator, 33, Carey Street, Lincoln's Inn, London, W.C.2.

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# New Companies.

**Scott Haulage Company, Ltd.** (253,951).—Private company. Registered February 4th. Capital £500 in £1 shares. Objects: To acquire the business of motor carriers and haulage contractors carried on by W. J. Scott and H. Smith at Sheffield. The first directors (to number not less than 2 nor more than 5) are: H. Smith, W. J. Scott (both permanent). Registered office: 35, Cruise Road, Sheffield.

**W. E. Moore & Co., Ltd.** (253,952).—Private company. Registered February 4th. Capital £1,000 in £1 shares. Objects: To carry on the business of ship and insurance brokers and agents, shipping and forwarding agents, etc. The first directors (to number not less than 2 nor more than 7) are: W. E. Moore, L. E. Lassam.

**Fairfield Haulage Company, Ltd.** (254,025).—Private company. Registered February 7th. Capital £500 in £1 shares. Objects: To acquire the business of a motor haulage contractor carried on at 5, Lingfield Road, Broadgreen, Liverpool, by E. W. Sampson, Helen C. Sampson and Winifred J. Sampson as "The Fairfield Haulage Co." The directors are: E. W. Sampson (permanent chairman), Mary E. Sampson. Secretary: G. Smith.

**Bristol Roadway Services, Ltd.** (254,019). — Private company. Registered February 7th. Capital £2,500 in £1 shares (1,500 ordinary and 1,000 7 per cent. cumulative preference). Objects: To acquire the business of Bristol Roadway Services, carried on by H. G. Edmonds at Portwall Lane, Temple, Bristol, and to carry on the business of haulage contractors, char-a-banc proprietors, taxi-cab owners, etc. The permanent directors are: H. G. Edmonds, Mrs. D. Edmonds. Registered office: Portwall Lane, Temple, Bristol.

**Bath Roadway Services, Ltd.** (254,049).—Private company. Registered February 9th. Capital £2,000 in £1 shares (1,500 ordinary and 500 7 per cent. cumulative preference). Objects: To acquire the business of Whiteline Char-a-banc Company, now carried on by Harold G. Edmonds, at Upper Bristol Road, Bath, and to carry on the same and the business of haulage contractors, char-a-banc proprietors, taxi-cab owners, etc. The directors are: H. G. Edmonds (permanent managing director), Mrs. D. Edmonds. Registered office: Albion House, Upper Bristol Road, Bath.

**Northern Motor Users' Association, Ltd.** (254,087).—Registered February 10th, as a company limited by guarantee, without share capital, with 1,000 members, each liable for £1 in the event of winding up. Objects: To establish and maintain an efficient organisation for the purpose of defending, protecting and enforcing the rights of motorists and persons interested in or associated with the motor and allied industries, etc. The provisional directors are: T. E. Mason, T. Marsden, A. F. Porritt, W. Shepherd, F. Sugden, J. H. Sutcliffe, T. A. Spencer.

**Andrew Bracey & Son, Ltd.** (254,096).—Private company. Registered February 11th. Capital £4,000 in £1 shares. Objects: To acquire the business of a house furnisher, cabinet maker and upholsterer carried on by A. Bracey at 148/149, Windsor Road, Neath, Glam., and to carry on the same and the business of depository proprietors, haulage contractors, general carriers, etc. The permanent directors are: A. Bracey (chairman), Mrs. Mary J. Bracey, A. C. Bracey. Registered office: 148/149, Windsor Road, Neath.

**H. Evers, Ltd.** (254,105).—Private company. Registered February 11th. Capital £10,000 in £1 shares. Objects: To acquire the business of a haulage and carting contractor and dealer in sand, gravel and ballast and other building materials now carried on by H. M. Evers at 2, Sebastopol Street, Manchester, as "H. Evers." The directors are: H. M. Evers, Mrs. Mary Evers. H. M. Evers shall be permanent governing director and chairman so long as he holds £1,000 shares.

**Thames St. Garage Co., Ltd.** (254,144).—Private company. Registered February 12th. Capital £500 in £1 shares. Objects: To carry on the business of haulage, cartage and transport contractors, carriers of passengers and goods, furniture removers and warehousemen, etc. The first directors are to be appointed by the subscribers. Secretary: J. C. C. Braint. Registered office: Co-operative Chambers, Carts Lane, Leicester.

**Barber & Halliday, Ltd.** (254,152).—Private company. Registered February 13th. Capital £1,000 in £1 shares. Objects: To carry on the business of packers, makers up, balers, case makers, calenderers, finishers, carriers, general agents, warehousemen, forwarding and shipping agents, etc. The directors are: J. Barber, R. Halliday. Registered office: 52, Granby Row, Manchester.

**H. G. Browne, Ltd.** (254,187). — Private company. Registered February 14th. Capital £1,000 in £1 shares. Objects: To acquire the business of a motor haulage and transport contractor and garage proprietor now carried on by H. G. Browne at 1, New Buildings, Rupert Street, Nechells, Birmingham. The directors are: H. G. Browne, Mrs. Florrie Browne. Registered office: 1, New Buildings, Rupert Street, Nechells, Birmingham.

**Sittingbourne and District Motors, Ltd.** (254,254).—Private company. Registered February 17th. Capital £4,000 in £1 shares. Objects: To carry on the business of omnibus, taxi-cab, fly and other public or private conveyance, and garage proprietors, etc. The first directors are to be appointed by the subscribers. Registered office: Crescent Street, Sittingbourne, Kent.

**Tresham Transport Company, Limited.** (254,307).—Private company. Registered February 19th. Capital £500 in £1 shares. Objects: To carry on the business of general haulage contractors, carriers, railway and forwarding agents, warehousemen, etc. The first directors (to number not less than 2 nor more than 5) are: R. Hammond, I. R. Preston. Registered office: 48, High Street, Homerton, E.9.

**Manchester Motorways, Ltd.** (254,296).—Private company. Registered February 19th. Capital £2,500 in £1 shares. Objects: To acquire from E. Prince and Harriet E. J. Morton certain chattels, the benefit of certain agreements concerning the purchase of motor omnibuses, and the benefit of certain hackney carriage licences for the running of such motor omnibuses, and to carry on the business of garage proprietors, motor omnibus and char-a-banc proprietors, etc. The directors are: E. Prince, Mrs. Harriet E. J. Morton. Registered office: 41a, Piccadilly, Manchester.

**W. B. G. Coaches, Ltd.** (254,309).—Private company. Registered February 19th. Capital £500 in £1 shares. Objects: To carry on business as proprietors of motor coaches, omnibuses, lorries and cars, carriers of passengers and goods, garage proprietors, etc. The directors are: W. W. Grew, Mrs. H. O. Winwood.

**Phillips' Tug and Lighterage Company, Ltd.** (254,333). Private company. Registered February 20th. Capital £38,000 in £1 shares (8,000 6 per cent. cumulative preference and 30,000 ordinary). Objects: To carry on the business of ship, tug, barge, lighter and boat owners, etc. The first directors are: E. S. Phillips (permanent director and chairman), and J. Davis. Registered office: Bridge Wharf, 16, Wellington Road, Battersea, S.W.11.

**Devon Motors (Exeter), Ltd.** (254,358).—Private company. Registered February 21st. Capital £500 in £1 shares. Objects: To carry on the business of garage proprietors, motor engineers, motor dealers, motor car, omnibus, char-a-banc, coach and taxi-cab proprietors, etc. The permanent directors are: W. R. Exley, E. M. Holme.

**James Smith & Co. (Wigan), Ltd.** (254,416).—Private company. Registered February 25th. Capital £8,000 in £1 shares. Objects: To carry on the business of proprietors, manufacturers and repairers of and dealers in omnibuses, chars-a-banc, motor coaches, cars, wagons and cycles, general carriers of passengers and goods, railway and forwarding agents, coach builders and painters, garage proprietors, etc. The first directors (to number not less than 2 nor more than 6) are: E. C. Witter (per manent governing director), J. Smith, R. N. Witter. Secretary: R. N. Witter. Registered office: 61, Standishgate, Wigan.

**F. B. Wilks, Ltd.** (254,461).—Private company. Registered February 27th. Capital £500 in £1 shares. Objects: To carry on business as railway rates and shipping charges specialists and accountants, railway, road and air transport agents and contractors, etc. The first directors are: F. B. Wilks, R. Matthews (both permanent). Registered office: Lincoln House, Fore Street, E.C.2.

**R. B. Syndicate, Ltd.** (254,473). — Private company. Registered February 27th. Capital £1,000 in 995 ordinary and 5 5 per cent non-cumulative preference shares of £1 each. Objects: To carry on the business of proprietors of motor and other coaches, taxi-cabs, motor and other omnibuses, lorries and other vehicles of all kinds, etc. The directors are: P. D. Roe, J. J. Baker. Registered office: Eldon Street House, Eldon Street, E.C.2.

**Wharf Transport Company, Ltd.** (254,507). — Private company. Registered February 28th. Capital £1,000 in £1 shares. Objects: To adopt an agreement with H. A. Coghlan and A. L. Coghlan, and to carry on the business of quarry masters and stone merchants, haulage contractors, carmen, general carriers, railway and forwarding agents, etc. The first directors (to number not less than 2 nor more than 5) are: H. A. Coghlan, A. L. Coghlan. Secretary: H. A. Coghlan. Registered office: 2, Wharf Street, Lancashire Hill, Stockport.

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## Mortgages and Charges.

**H. R. Adkins and Company, Ltd.**—Debenture dated January 13th, 1931, to secure £1,670, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Capt. H. E. Adkins, The Tapestries, Riverside, Twickenham.

**Eastward Coaches, Ltd.**—Mortgage debenture dated January 15th, 1931, to secure £100, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. B. Davis, 32, Norwich Road, E.7.

**Motor Express Services, Ltd.**—First mortgage debenture dated January 20th, 1931, securing £550, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Dr. S. Caplan, 164, Cromwell Road, S.W.7.

**Miller Traction Company, Ltd.**—Debenture dated January 20th, 1931, to secure £3,800, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Christopher Dobson (1930), Ltd., Cobbold Road, Willesden, N.W.10.

**James Straughan & Sons, Ltd.**—Deed of indemnity dated January 21st, 1931, to secure all moneys not exceeding £300, for which the chargee (J. Bates, Wooperton Lodge, of Wooperton, Northumberland) may become liable by virtue of a guarantee to company's bankers. Property charged: The company's undertaking and property, present and future.

**Cox, Fallas, Eves & Co., Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated January 31st, 1931, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Lock, Hoskins & Company, Ltd.**—Debenture dated February 2nd, 1931, to secure £500, charged on the company's property, present and future, including uncalled capital. Holder: A. Lock, 75, Alma Road, Clifton, Bristol.

**Modern Super Coaches, Ltd.**—Deposit on February 11th, 1931, of deeds of 31, Lancaster Road, Enfield, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Tally Ho Coaches, Ltd.**—Debenture dated February 12th, 1931, to secure all moneys not exceeding £1,500 which the debenture holder (L. Eston, of "Gorsehaven," Sandbanks, Dorset) may be called upon to pay to Lloyds Bank, Ltd., under a guarantee charged on the company's undertaking and property, present and future.

**L. Manny, Ltd.**—Debenture dated February 13th, 1931, to secure £258, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: R. G. Morse, 73a, King Henry's Road, N.W.

**Highways, Ltd. (formerly Overington, Harris & Ash, Ltd.)**—Particulars filed of debentures for sums not exceeding in the aggregate at any one time £10,000, authorised February 23rd, 1931, charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, the amount of the present issue being £2,500.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Kingfisher Services, Ltd.**—Satisfaction (1) to the extent of £350 on November 27th, 1930, of debenture dated December 2nd, 1927, and registered December 13th, 1927, and (2) to the extent of £300 on November 28th, 1930, of debenture dated September 27th, 1929, and registered October 1st, 1929.

**Furlongs, Ltd.**—Satisfaction to the full extent of £8,000 on December 20th, 1930, of instrument of charge in favour of the Westminster Bank, Ltd., dated April 3rd, 1930, and registered April 7th, 1930. (According to the register of mortgages, the charge registered April 7th, 1930, originally secured all moneys due or to become due from the company to the bank not exceeding £8,000.)

**Samuelson New Transport Company, Ltd.**—Satisfaction to the extent of £1,000 on December 29th, 1930, of debenture dated August 23rd, 1928, and registered August 28th, 1928.

**Elvys' Transport, Ltd.**—Satisfaction in full on December 31st, 1930, of mortgage dated June 28th, 1923, and registered July 10th, 1923. (According to the register of mortgages, the mortgage registered July 10th, 1923, originally secured all moneys due or to become due from the company to the Bank of Liverpool and Martins, Ltd., not exceeding £750.)

**City of Oxford Motor Services, Ltd.**—Satisfaction to the extent of £2,300 on December 31st, 1930, of trust deed dated February 20th, 1914, and registered February 25th, 1914, securing £46,000 debentures.

**Elvy's Transport, Ltd.** (formerly London & Provincial Produce Transport, Ltd.—Satisfaction in full on January 1st, 1931, of debenture dated June 8th, 1923, and registered June 14th, 1923, securing £1,200.

**Direct Haulage Co., Ltd.**—Satisfaction on April 30th, 1927, to the extent of £1,700 (balance of £300 having been cancelled) of debentures authorised by resolutions dated November 26th, 1924, and January 29th, 1925, and registered February 18th, 1925, securing £2,000. (Notice filed January 12th, 1931.)

**J. R. Fox & Sons, Ltd.**—Satisfaction in full on January 14th, 1931, of debenture dated October 15th, 1930, and registered October 20th, 1930. (According to the register of mortgages, the debenture registered October 20th, 1930, originally secured £2,500.)

**Smith's Safeway Services, Ltd.**—Satisfaction to the extent of £453 9s. 3d. on January 19th, 1931, of debenture dated October 15th, 1930, and registered October 17th, 1930.

**Freight Express, Ltd.**—Satisfaction to the extent of £500 on January 27th, 1931, of debenture dated March 15th, 1929, and registered March 18th, 1929. (According to the register of mortgages, the debenture registered March 18th, 1929, originally secured £1,000.)

## Receiverships (Appointment or Release).

**Sharland, Ltd.**—N. E. Hunt, of Normanhurst, Carbery Avenue, Bournemouth, ceased to act as Receiver and Manager on December 19th, 1930.

**Express Deliveries, Ltd.**—W. G. Frazer, of 271/273, Oxford Street, W.1, was appointed Receiver on February 4th, 1931, under powers contained in debenture dated January 4th, 1931.

**W. Turner and Company (Export Packers), Ltd.**—A. E. Middleton, of 18, Essex Street, Strand, W.C.2, was appointed Receiver and Manager on February 5th, 1931, under powers contained in debenture dated December 12th, 1928.


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

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# Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

## FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

MARCH, 1931.

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 319. APRIL 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# The Transport Robot.

LIFE at the present time is so strenuous and the need for devoting every energy to one's business is so imperative, that it is almost impossible for most of us to spare time to consider the transport situation as a whole. It is all the more important therefore, for a trade journal which has devoted more than twenty-six years of its life to the service of transport, to draw attention to the most serious position in which the industry is being placed. A careful study of the London Passenger Transport Bill, and of the debate in the House of Commons, when the second reading was moved by Mr. Herbert Morrison, Minister of Transport, and after an interesting and instructive debate was carried by a majority of 47, give serious food for thought to all who are concerned with the well-being and prosperity of the trade of this country. Transport is the life-blood of industry and anything which seriously affects its prosperity, must react with a cumulative effect on trade and commerce generally.

The Ministry of Transport is rapidly becoming a machine which threatens to crush all initiative, all individual progress and all private enterprise, qualities which have brought transport to such a high pitch of efficiency. The Ministry is turning out unceasingly a stream of regulations, amending regulations, regulations postponing regulations, regulations altering the dates of previous regulations, until the Passenger Vehicle Operator and the Road Transport Contractor is becoming bewildered, and does not know when he is acting legally, or when he is innocently and unconsciously breaking the law.

The London Passenger Transport Bill proposes to carry the powers of the Minister of Transport to a still higher degree, and while nominally the control of London Passenger Transport will be in the hands of a Board consisting of five business men, actually the Minister of Transport will be the final court of appeal and will be the autocrat whose will will be law, should any disagreement or divergence of opinion take place.

One of the difficulties in looking at the problem squarely is in the personality of the present Minister of Transport. Mr. Herbert Morrison has won the wholehearted admiration of all with whom he has come in contact and all parties have joined in congratulations upon his promotion to a seat in the Cabinet of the present Government. We have listened from time to time to his speeches on transport matters, and like many others have been carried away by the frank, easy way in which he handles his subject, and the charm of manner with which he gets over any difficult questions which arise. He is, in fact, so reasonable and so ready to hear what others have to say, that it is not easy always to remember that he is pretty sure to go his own way in the end. He has surpassed any previous Minister of Transport in his enthusiasm for his job, his genius for work and not least, in his supreme self-confidence in himself and in the rightness of any decision which he may reach, and it is this last attribute which makes the present position so dangerous. After all, Mr. Morrison is a politician, and cannot treat his office as a business man would, but must be guided, and in certain events, over-ruled by his colleagues in the Government. It is therefore, of the utmost importance, that any scheme for the co-ordination of London Passenger Transport, should be absolutely free from the domination of the Minister of Transport, and should be controlled by an Authority, whose sole duty shall be to work in the best interests of the whole of London Transport, for the good of the entire community.

The discussion on the second reading of the Bill, made it clear that Mr. Morrison has not even reached an agreement with the various bodies, whose interests are to be taken over by the new Board. Lord Ashfield, speaking on behalf of the London Underground Railways and the London General Omnibus Company, has made it clear that they will expect considerable alterations to be made in the Bill, in Committee, to meet their views. Lord Ashfield is in a position, when his first duty is towards his shareholders, and the Minister of Transport can be sure of his support on terms, but not otherwise. The

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London County Council is in a different position, and it is strongly opposed to the Bill, contending that it is unjust to the tramways which are under its control. We must all accept the position, even if we do so reluctantly, that some form of co-ordination must be reached, if the traffic of this great city is not to become more and more congested, with every year that passes. The time has gone by when we can be allowed to carry on our business in our own way, and at our own sweet will, without some form of control and Government regulation, but we trust that every Association interested in Road Transport will fight against the increasing power of the Minister of Transport, which threatens to strangle all enterprise, and which if allowed to proceed on its course, must inevitably lead to nationalisation, not only of Road Transport, but of other forms of Transport, and of trade and industry as well.

It is for these reasons, and not from any feeling of antagonism to Mr. Morrison that we write this note of warning to our readers, and urge upon them the importance of opposing the ever-growing power of the Minister, believing as we do that this is against the best interests of the Country, and of the Transport Industry which serves it.

## Dropping the Motor Coach Ban.

"The man who makes no mistakes does not usually make anything" said Mr. Edward J. Phelps an American Statesman in 1889. We suggest that Mr. Herbert Morrison, M.P., the Minister of Transport, made a mistake when he proposed to ban motor coaches from the central area of London. He has proved himself a strong man by acknowledging his mistake in the announcement of his decision not to proceed with the making of the regulations but to adopt the alternative course of giving general directions in the matter to the Traffic Commissioner for the Metropolitan Traffic Area. But if the Minister did make a mistake in this instance he has, on the other hand, made no mistake in many other directions. By the Road Traffic Act of 1930 he has revised the whole of the transport legislation of this country; a piece of constructive work long overdue. There are, and perhaps it was inevitable, some sections of the Act that we contemplate with mixed feelings, but Mr. Morrison's keenest critic, ought, we feel, to admit that he has at any rate done a difficult job of work, and it is with great pleasure that we congratulate Mr. Morrison upon attaining Cabinet rank. The general directions issued by the Minister of Transport to the London Traffic Commissioner are dealt with in another part of this issue. They point out that the number of motor coaches operating in the London area has very greatly increased during the past year, and the position thus created must be regarded both from the point of view of relieving existing congestion and from that of preventing further congestion. Further, in view of the extensive facilities provided in the central area for transport by railway, tube, tram and short stage omnibus, and the general congestion of traffic in this area, the provision of other services should be limited to a minimum consistent with the avoidance of serious inconvenience or hardship to the public. It is pointed out that express carriages which are engaged in taking sightseers round places of interest in the central area, and which do not pick up or set down passengers *en route* stand in a category by themselves, and this exceptional circumstance should have due weight with the Commissioner in dealing with applications for road service licences for services of this nature, where it is clear that a legitimate public demand exists which could not otherwise be met. We think it is doubtful whether the threat to ban motor coaches from Central London would ever have been made had it not been for the large increase in the number of vehicles running into the area during recent months in spite of the warnings given by the Minister of Transport from time to time that Traffic Commissioners could not be bound by the action of the licensing authorities or of operators in the past, and particularly as regards services established during the time between the introduction of the Road Traffic Bill and the operation of Part IV of the Act, and the Commissioner will no doubt consider this point in dealing with any application from an operator for a road service licence. Motor coach operators prefer that the question of the suitability of a route to be followed in Central London should be one entirely for the Commissioner to decide, and his decisions are now awaited with keen interest. Those operators who have pioneered the now well established regular services between London and provincial towns should certainly be permitted to continue to ply their legitimate business without undue restriction. A ban such as that proposed would have dealt a severe blow at an industry which has only reached its present position because the service it has to sell is required by the public. The motor coach industry, although young, has invested in it over £10,000,000 of British capital, and gives employment to thousands of men. The desire of the Minister of Transport to relieve the congestion on the streets of the Metropolis is of course laudable, and no one will for a moment suggest that Mr. Morrison does not at all times act in perfect good faith, but it has yet to be proved that motor coaches are the sinners they are sometimes thought to be, and an impartial onlooker might well come to the conclusion that the number of omnibuses on the streets is causing the trouble. In any event there is really no justification for differentiating between one type of vehicle and another to the extent of annihilating the one whilst prospering the other. In the Directions issued to the Metropolitan Traffic Commissioner it is stated that with a view to avoiding wasteful competition the Commissioner should consider the extent to which it would be desirable to attach to road service licences the condition that a minimum single fare of not less than one shilling should be charged for every stage, any part of which lies in the Metropolitan Traffic Area. We do not think that operators will view this with dislike. Speaking at a meeting held at Olympia in 1929, Mr. M. Logette, Chairman of the Motor Hirers' and Coach Services' Association, said that in the case of express carriages the Association had made strong recommendations to the Minister that the minimum fare should be one shilling. The motor coach operators do not wish to compete with the omnibus interests by carrying short distance travellers. A limiting fare of one shilling will widen the difference between a stage carriage and an express carriage. The motor coach operators, through the Motor Hirers' and Coach Services' Association, after putting up strenuous opposition have achieved a great and well deserved success. Naturally considerable expense has been incurred and it is the duty of all hirers to support this body. Opposition to suggested legislation and regulations can only be effective when it has the backing of all engaged in the industry threatened. Surely it is not playing the game to leave the chestnuts to be pulled out of the fire by the few when the livelihood of all is at stake. All motor coach owners should join the Association, the members of which, as a trade, whilst only too anxious to assist in any efforts to regulate road motor traffic in order to meet modern conditions, fail to see why the passenger road vehicle should not receive the full consideration that its development merits.

## Civil Aviation.

Mr. Frederick Montague, M.P., Under-Secretary of State for Air, laid the Air estimates before the House of Commons on March 17th. His speech was concerned chiefly with the activities and development of the Royal Air Force, and he mentioned that this country stands fifth, as regards first line strength, among the Air Powers

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of the world. "I have no desire," said Mr. Montague, "to strike a note of alarm in referring to First Line strengths of other countries, but rather to emphasise the point that this country, whilst it insists upon maintaining a Force of high quality and technical efficiency of the first order, has no desire—even if it were otherwise practicable—to indulge in a race of air armaments, but looks for substantial results to that international understanding which every friend of humanity and progress hopes will be the outcome of the Disarmament Conference." With regard to civil aviation we wish the Minister could have indicated greater progress. True, as the Minister pointed out, it is a matter for congratulation that within the last few weeks 2,675 miles of the 5,700 miles air route from Cairo to Cape Town has been opened, and before the end of the year the whole of the route will be in operation, and, since the Minister spoke, the first Imperial Airways mail from Mwanza, Tanganyika, reached Croydon carrying over 50,000 letters—another triumph of British energy and initiative. But will not the machines on this route be used chiefly for the carriage of passengers and mails. More must be done to popularise the use of aircraft for the carriage of merchandise. We are not aware of any suggestion, so far, for the development of a purely commercial service. No doubt the first goal to aim for is the making of existing services a paying proposition and so to do away with the subsidies now paid. What must be done is to educate the public to look upon air transport as an ordinary means of carriage. It is still considered somewhat of a novelty to receive a letter marked "air mail" in spite of the fact that air mail post boxes are now dotted about our main thoroughfares. Civil aviation will undoubtedly become a commercial proposition in time and the first country to achieve this result will be well on the way to capturing a huge part of the world's trade. At present there are only limited funds at disposal for the development of civil aviation and it is the Air Ministry's policy to concentrate primarily on Imperial routes rather than on short services to the Continent as it is considered that these long distance lines offer a prospect of ultimately becoming remunerative. Imperial Airways are making excellent progress with the limited resources available. Their standards of safety are high and their record one that should inspire confidence in the heart of the most timid. It is not too much to say that the degree of safety which the Company gives to the travelling public is unequalled by any other line operating civil aircraft. Anything that will make the population more air-minded and will convince the business community that the air offers a means of quick transit for certain kinds of merchandise will help to bring down the cost of such transport. This country has been the pioneer in all other forms of transport and can lead in the air. Air propaganda of the right kind will result, in the not far distant future, in civil aviation in this country being established on a commercial basis.

## Alcohol and Motor Transport.

A Report issued from Scotland Yard shows that during the three months ended December, 1930, 376 persons were killed in street accidents in the Metropolitan Police District and 13,323 persons were injured. What will be the numbers for the whole country? Dr. Courtenay C. Weeks delivered recently at Derby, the Mary Shuttleworth Boden lecture and his subject was "Alcohol in relation to motor transport." Dr. Weeks said that while he could not claim that drink was responsible for all accidents, he could say that many were due to errors of judgment. A pint of beer, he contended, would make a man feel more efficient than he really was, and that alcohol even in the strictest moderation before or during motor driving constituted a menace to society and well-being. This subject might easily have proved a very controversial one, but the doctor was addressing a branch meeting of the British Women's Total Abstinence Union. Everyone is averse to interfering with the liberty of the subject, but with the present heavy toll of the road it will perhaps be conceded that the doctor could well have chosen a less important topic upon which to expound his views. A driver of a motor vehicle whilst at the wheel needs to have his wits at their keenest, and if, as the doctor contends, a pint of beer will make him feel more efficient than he really is then it is his duty towards the community and to himself to let the pint remain "in the wood" until such time as a miscalculation of his efficiency may not be attended with disastrous results. "When the wine is in, the wit is out" runs the proverb. If ever there was a time when the wit should be in, not on the road alone but in every sphere of activity, it is now. All may not agree with the conclusions of the worthy doctor, still if it is necessary to prove him wrong our congested streets are hardly suited for a try out.

## Keeping in Touch with the Regulations.

A Metropolitan Magistrate is reported to have said recently "How on earth omnibus owners can possibly keep in touch with all these regulations I cannot conceive." Hardly a day passed, the learned magistrate continued, without fresh regulations under the Traffic Act being put upon his desk—they were overwhelming and he put them into the wastepaper basket. We doubt whether such a useful receptacle really is fed so assiduously by the Stipendiary in question. Yet if one trained to assimilate such indigestible fare feels tempted to consign these fleshy morsels to the wastepaper basket, what about the long-suffering individual whose existence really depends upon a correct interpretation of the various enactments. We fancy that if any of our readers commit a breach of the law and hope to get away with it because the Bench will be unable to interpret the regulations they will find that even if the regulations were first deposited in the wastepaper basket they will have been retrieved in time to enable the Bench to impose a fine. As a matter of fact we believe that the new traffic regulations are only just commencing to flow from the printing presses. In our endeavour to fulfil our function as the road transport trade paper, we are doing our best to clarify and publish all the regulations which affect our readers as and when they are issued, and considerable space in this journal has been and will continue to be given as the need arises. We also have a wastepaper basket, but by no means does it receive our first consideration. If our readers are in doubt regarding any of the Regulations our Enquiry Department will be very happy to give their aid.

## When Cheapest is Dearest.

A firm of upholsterers sued a carman and contractor in a London County Court to recover £60, the value of furniture entrusted to the defendant as a common carrier and which was destroyed when the lorry caught fire. It transpired that the furniture was not insured, neither was the lorry. The Judge held that obviously there had been a breach of contract on the part of the carrier and gave judgment for the plaintiffs. Many know to their cost that to attempt to recover under a judgment in a case such as this merely means that good money is thrown after bad. Yet how many there are who, requiring transport service, hunt round to find the cheapest man and having, they think, found him, never dream of enquiring what qualifications he has to carry out the service he holds himself out to supply. We feel that in the case we refer to we are justified in assuming that the carrier is in the habit of taking on jobs at cut rates. Unfortunately a case of this nature does not receive the publicity it should from the point of view of the legitimate contractor who has built up his business on sound and safe

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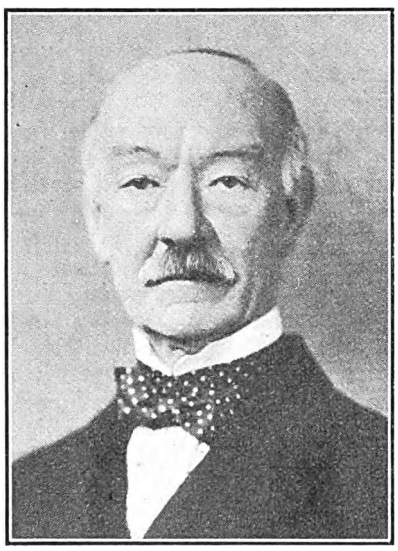
service, and who is suffering to-day from uneconomical competition. It is extraordinary that there are still business people who seem to think that transport is any man's job and the slogan "Removing is an expert's job" still needs a lot of ramming home. No doubt for one man who is bitten through employing an unqualified contractor there are many risking a bite. It might be argued that the work placed with unqualified contractors is but a small percentage of the whole, but in the present hard times "many mickles make a muckle," and the contractor who is qualified to handle the smallest job in the expert way, insured as he is in the interests of his client against all reasonable contingencies, should have the business, large or small, that is on offer.

## Commercial Motor Users' Association.

### New Officers.

Major-General S. S. Long, C.B., M.Inst.T., is the new President of the Commercial Motor Users' Association and Chairman of the National Council in succession to Mr. C. le M. Gosselin, M.I.A.E., M.Inst.T., whose term of office has now expired. Mr. Gosselin, as President of the Association, presided at the annual luncheon of the C.M.U.A. reported in another part of this issue.

Alderman Frank H. Wort, J.P., of Messrs. Wort & Way, general and Government contractors, Castle Street, Salisbury, is the new President-Elect and Deputy-Chairman.



MAJOR-GEN. S. S. LONG, C.B., M.INST.T., THE NEW PRESIDENT OF THE C.M.U.A.

Major-General Long is Director of Transport of Lever Brothers, Limited. He has had a distinguished career. In 1884 he was gazetted to the 2nd Battalion Durham Light Infantry. In 1889 he joined the Army Service Corps and three years later became Assistant Instructor at the A.S.C. School of Instruction. In 1896 he went to Hong Kong as Deputy-Assistant Adjutant-General on the Staff. With the outbreak of the South African War he was sent to that country and was appointed Senior Transport Officer of the 9th Division, and at the beginning of 1901 he became Assistant Adjutant-General for Transport for the Orange River Colony. In January, 1908, he became Commandant to the A.S.C. Training Establishment at Aldershot and re-organised the whole system of transport training. He attained the rank of Colonel in 1909 and became Assistant-Director of Supplies, Woolwich Arsenal, and whilst there completely re-organised the whole of the supply system of the Expeditionary Force. He went to the War Office as Director of Supplies in January, 1913, and later became Director of Supplies and Quarterings. Then came the Great War and General Long was appointed a Director of Transport as well as retaining his position as Director of Supplies. He re-organised the Army transport system and was responsible for the expansion of the small peace-time Army Service Corps into a corps of some 20,000 officers and 250,000 N.C.O.'s and men. General Long has written numerous papers on Army Transport.

**L.N.E.R. Appointment.** — We are informed by the L.N.E.R. that, as part of their Advertising Manager's organisation, Mr. H. F. Sanderson has been appointed Commercial Advertising Agent to the Company, with headquarters at Marylebone Station, in succession to the late Major J. C. Farmer. Mr. Sanderson acted for some time as Assistant to the Company's Industrial Agent, and has latterly held the position of Assistant District Goods Manager at Newcastle-upon-Tyne.

## Personal Notes.

**Ministry of Transport.**—Mr. J. Allen Parkinson, C.B.E., M.P., Parliamentary Secretary to the Ministry of Transport, has appointed Mr. S. S. Wilson to be his Private Secretary.

**Mr. John Spencer Wills.**—Mr. John Spencer Wills, who has been appointed a Director of East Midland Motor Services, Ltd., East Yorkshire Motor Services, Ltd., and Lincolnshire Road Car Co., Ltd., will be moving to London (88, Kingsway) shortly. Educated at Cleobury Mortimer School, Shropshire, and Merchant Taylors' School, London, Mr. Wills, at the end of 1926, was nominated for the position of Secretary to the newly formed East Yorkshire Motor Services, Ltd., by the chief shareholders, resigning from the following positions on moving to Hull:—Secretary to Wrexham & District Transport Co., Ltd.; Assistant Secretary to Greenock & Port Glasgow Tramways Co.; Assistant Secretary to Rothesay Tramways Co., Ltd.; Assistant Secretary to Scottish General Transport Co., Ltd. Among other activities he is Chairman of the Hull & Grimsby District Centre of the Incorporated Secretaries Association and a Member of the Hull & District Safety First Council and of the Hull Rotary Club.

MR. JOHN S. WILLS.

**Port of Bristol.**—Mr. R. H. Jones who has been appointed Acting General Manager, Port of Bristol Authority, became a junior clerk in the service of the Authority towards the end of 1893, and after gaining experience in various departments was appointed Committee Clerk in 1899. On the resignation of Mr. Girdlestone, the General Manager, and the appointment of Mr. Ross-Johnson as his successor in 1911, Mr. Jones was appointed Assistant to the General Manager, subsequently Assistant Manager, and about three years ago Commercial Manager, and now on the retirement of the General Manager, Mr. Peace, he has been appointed Acting General Manager. During this time he has seen the construction of the Royal Edward Dock with its Extensions — the Oil Basin and the Eastern Arm, which was opened in 1923 by the Prince of Wales — and considerable developments and extensions at the City Docks and at Portishead. He has served on numerous joint boards dealing with wages and conditions affecting various classes of men employed at the Port, and was a member of the Advisory Committee of the Road Board for the south-western area, also of several committees dealing with the diversion of shipping and the distribution of trade. He was made an O.B.E. in 1920 for special services rendered to the Ministry of Shipping.

MR. R. H[illegible]NES.

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# Appointment of Mr. A. Maynard as Chief Goods Manager, Great Western Railway.

MR. ALEXANDER MAYNARD, whose appointment by the Directors as Chief Goods Manager of the Great Western Railway in succession to Mr. E. Ford was announced in our last issue, has had a career which in many respects is unique.

Born in 1882 it is interesting to observe that Mr. Maynard is the first of London birth to attain this office. Educated on the Continent—principally at Dolhain and Leige—Mr. Maynard started his commercial life with Messrs. Matthews & Luff—a firm of London Shipbrokers —who amongst other activities operated a service between London and Cardiff, Swansea and Llanelly. He thus established an early contact with the trade and transport requirements of South Wales.

MR. ALEXANDER MAYNARD.

During the South African War it is interesting to recall that Mr. Maynard was one of the volunteers of the Special Service Company of the Essex Regiment. In the period that he was in South Africa this Regiment formed part of the main column, and with the Volunteer Company Mr. Maynard performed the march from Bloemfontein to Komati Poort. By a coincidence, it became the turn of the Special Service Company to lead the advance into Johannesburg. Mr. Maynard recalls that the crowd on the main square at the hoisting of the British Flag over the Municipal Buildings was so dense that only a very small number of the men were able to get through, he being one of about the only 50 who were able to take up position behind the late Lord Kitchener when the ceremony took place.

On his return Mr. Maynard joined the staff of C. Shaw Lovell & Sons, Shipping and Forwarding Agents, on whose behalf and from various centres, including Birmingham, Sheffield and Leeds, his activities ranged over the whole of Great Britain. Subsequently he travelled extensively in France, Belgium, Holland, Scandinavia and Central Europe. His knowledge of Continental trade and transport conditions, his many business connections and his fluent linguistic abilities have proved of considerable value, both to himself and to the Great Western Company in later years.

Mr. Maynard's direct association with the Great Western Railway commenced in 1909, when he accepted an appointment as the Company's Agent at Nantes. At that time the Great Western Railway operated their own steamship services between Weymouth and Brest, and Plymouth and Nantes. Two years later he was brought to Paddington to take charge of the Company's Continental Department, a position he continued to occupy until 1914.

Marked out by his abilities for bigger tasks ahead, he was transferred in 1914 to Taunton as Goods Agent. Towards the end of 1915 he was appointed Assistant Goods Superintendent at Birmingham, subsequently becoming Superintendent.

In 1918 he returned to Paddington as Goods Superintendent, a position he held for four years. During this period, after a close study of [illegible] traffic problems, Mr. Maynard conceived the idea of a [illegible]ate "empties" shed, which not only had beneficial result[illegible] the working of this traffic, but effected an improvement in [illegible]pect of the whole of the business dealt with through the sta[illegible].

During his period of eight years at important Goods Agencies Mr. M[illegible]nard applied himself assiduously, and not only himself acquired a fundamental knowledge of Goods Departmental work and station management in all its branches, but left his impress upon each of the posts he occupied.

In September, 1922, Mr. Maynard was called to Headquarters as Assistant to the Chief Goods Manager and Development Agent—then a newly created post. The establishment in 1923 by the Irish Free State of an independent system of Customs and Excise duties necessitated a special organisation by the British Railways having through connections, to enable goods forwarded by their respective routes to comply with the altered conditions without involving delays at the Ports. These arrangements, necessarily of a complicated nature in their inception, were completed jointly by the English Companies concerned, and the fact that there was no interruption in the flow of traffic consequent upon the change over is a tribute to the success of the undertaking. Mr. Maynard was responsible for the conduct of these negotiations so far as the Great Western Company is concerned.

On the retirement of Mr. Lowther, and the accession of Mr. Ford to the Chief Goods Managership in 1924, Mr. Maynard became Assistant Chief Goods Manager and Development Agent, an office he now relinquishes to take up the senior appointment of the Goods Department.

In his special capacity as Development Agent, Mr. Maynard has taken a close interest in all branches of the Goods Department activities specially devised for increasing the Company's business and for combating Road Motor Competition, including Freight Advertising; Sites for Factories; Containers; Railhead Distribution Schemes. In the development of these projects, Mr. Maynard has displayed both enterprise and energy, characteristics which have gone far to assist in maintaining the position of the Goods Department in the difficult times through which the railways are passing. Concurrently Mr. Maynard has, both through the medium of the Company's New York Agency and that of the Continental Department, been enabled to attract and develop additional business.

In October, 1925, Mr. Maynard travelled to America where he undertook the re-organisation of the system of the Company's representation both in the States and in Canada. Mr. Maynard has always taken a special interest in the development of the Company's business with the Channel Islands; and principally the seasonal traffics of Potatoes, Tomatoes, etc. At one period he spent some time on the Islands studying the requirements and arranging for co-ordination of the forwardings by the Company's cross-Channel Services. This phase of the Company's activities has remained under his special jurisdiction as Development Agent. As a member of the International Railway Congress and also as a representative of the British Railways on the Rail Transport Committee of the International Chamber of Commerce, Mr. Maynard's unique knowledge of British and Continental Trade and transport conditions has enabled him to further the interests of British Trade, of British Railways in general and of the Great Western Railway in particular.

Mr. Maynard is also the Company's delegate on the International Traffic Committee of the Internationl Union of Railways, with headquarters in Paris, dealing with problems affecting the standardisation of railway practices generally throughout Europe.

During the past four years Mr. Maynard has been responsible under Mr. Ford for staff matters concerning the whole of the personnel of the Goods Department. A shrewd judge of men, his confidence has seldom been misplaced. He is a member of the Railway Clearing House Goods Managers' Conference and he succeeds Mr. Ford as Chairman of the G.W.R. Goods Managers' Conference. He is also an Associate Member of the American Chamber of Commerce in London.

Through the medium of his staff of specialist representatives and by direct personal contact, Mr. Maynard is closely in touch with all the movements of Trade; and he brings to his new office a mind widely experienced and of broad outlook.

In the successful prosecution of the high office he now takes up, Mr. Maynard is assured of the continued co-operation and best wishes of the whole of the staff and of his many friends amongst the business community.

## Cost of Administering the Road Traffic Act.

THE Civil estimates recently published show that the officials appointed to administer the Road Traffic Act will cost £111,060. The estimated staff is 390. The principal costs are:

| | |
|---|---|
| 13 Traffic Commissioners | £14,700 |
| 85 temporary clerks | £13,776 |
| 120 public service vehicle examiners | £29,640 |
| Additional and casual staff | £6,000 |

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# Motor Coaches in London.

The Minister of Transport makes the following announcement:—

"On March 18th, in answer to a question in the House of Commons, the Minister of Transport announced his decision not to proceed with the making of the regulations of which he gave notice on December 19th, restricting the operation of motor coaches within the central area of London, and to adopt the alternative course of giving general directions to the Traffic Commissioner for the Metropolitan Traffic Area in the matter.

"In arriving at this decision the Minister has been particularly impressed by the representations made to him by bodies representing trading and other interests that the regulations did not provide sufficient elasticity to permit the operation of sight-seeing tours in the central area of London."

The following general directions have been issued by the Minister to the Traffic Commissioner for the Metropolitan Traffic Area in pursuance of Sub-section (1) of Section 63 of the Road Traffic Act, 1930:—

(1) In the exercise of his discretion in granting road service licences, the Commissioner should have special regard to the desirability of restricting the operation of motor coach services in the central area of London. For this purpose he should regard the area bounded by the streets named in the Appendix to this Note as one in which special limitations on the operation of motor coach services are required in the public interest, though the need for strict regulation and control must be considered as applying to a wider area extending to six miles or more from Charing Cross.

The number of motor coaches operating in the London area has very greatly increased during the past year, and the position thus created must be regarded both from the point of view of relieving existing congestion and from that of preventing further congestion in the immediate future. It is further desirable in the public interest that motor coaches should not make an unjustifiable use of the public highway for the purpose of waiting, and for picking up and setting down passengers, with resulting congestion and inconvenience to other users of the highway.

(2) The Commissioner in considering the merits of each application for a road service licence is required by Section 72 of the Road Traffic Act, 1930, to have regard to the needs of the area as a whole in relation to traffic, the elimination of unnecessary services and the prevention of wasteful competition with alternative forms of transport. In view of the extensive facilities provided in the central area for transport by railway, tube, tram and short stage omnibus, and the general congestion of traffic in this area, the provision of other services should be limited to the minimum consistent with the avoidance of serious inconvenience or hardship to the public. From this point of view express carriages which are engaged in taking sightseers round places of interest in the central area, and which do not pick up or set down passengers en route, stand in a category by themselves, and this exceptional circumstance should have due weight with the Commissioner in dealing with applications for road service licences to permit of services of this nature, where it is clear that a legitimate public demand exists which could not otherwise be met.

(3) In dealing with any application from an operator who represents that he has run motor coach services in the past in the Metropolitan Traffic Area, the Commissioner will consider the extent to which such a claim for consideration should be discounted on the ground that these services may have been carried out in contravention of the London Traffic (Restricted Streets) Regulations made under Section 7 of the London Traffic Act, 1924. The Commissioner will also consider the extent to which these services have been started or developed after the warnings given by the Minister from time to time that Traffic Commissioners could not be bound by the action of licensing authorities or of operators of public service vehicles in the past, and least of all as regards licences to ply for hire which had been issued or services which had been established during the months elapsing between the introduction of the Bill and the date on which Part IV of the Act becomes fully operative. The first of these warnings was given in the Minister's speech on the Third Reading of the Bill in the House of Commons on July 23rd, 1930, and was repeated in a speech at the Annual Conference of the Municipal Tramways and Transport Association at Harrogate on September 24th, 1930. After the second speech the Minister caused a notice to be sent to the Press emphasising this point.

(4) It will fall to the Commissioner to deal with applications for road service licences for all types of services, other than short stage omnibus services, i.e., other than services on which no fare stage exceeds twopence. With a view to avoiding wasteful competition the Commissioner should consider the extent to which it would be desirable to attach to road service licences the condition that a minimum single fare of not less than one shilling should be charged for every stage any part of which lies in the Metropolitan Traffic Area.

(5) Under the provisions of Sub-section (5) of Section 99 of the Road Traffic Act, 1930, the Commissioner is placed under the obligation to consult with the Commissioner of Police with regard to any conditions as to routes, stopping places or terminal points, to be attached to road service licences. The Minister is advised that vehicles operating under a road service licence will need to conform with the provisions of the London Traffic (Restricted Streets) Regulations which he has made from time to time under Section 7 of the London Traffic Act, 1924, and that any public service vehicle on which members of the public are invited to travel at separate fares and which picks up passengers on a restricted street is plying for hire on that street within the meaning of the Regulations.

The Commissioner will, therefore, need to arrange that terminal points and stopping places for vehicles operating under road service licences (in so far as the provision of such facilities on the public streets is unavoidable) shall not be fixed on restricted streets. This can in many cases be done by authorising short diversions from the main route so as to provide in suitable side streets any stopping places that are necessary. Stopping places in the central area should in any case be as few as possible and should not coincide with tramcar or omnibus stopping places. The selection of routes should aim at securing as wide a dispersal of the traffic as possible so as to avoid congestion on particular streets.

Should the Commissioner, in consultation with the Commissioner of Police, reach the conclusion that certain services which are necessary in the public interest cannot be operated unless terminal points or stopping places are provided on streets which are restricted under the Regulations, the Minister on receiving an application from the Commissioner will consider whether the Regulations can be modified so as to allow for the operation of any such service, without detriment to the necessary degree of control which is exercised by means of the Regulations over short stage omnibuses.

(6) The use of the streets as a means of providing facilities for picking up and setting down passengers at the terminal points of services is a fruitful cause of congestion.

The Minister would desire the Commissioner, in the exercise of his discretion in the grant of road service licences to consider the extent to which the two following principles should be applied:—(a) That no service be allowed to operate to or from a motor coach station within the area bounded by the streets named in the Appendix to this Note, other than a station which though within the area abuts on the streets named; and (b) that due notice should be given to operators that after a period of (say) one year, road service licences will not be issued unless terminal facilities have been provided off the public highway.

The Commissioner should also draw the attention of operators to the importance of suitable approaches and proper means of ingress and egress to motor coach stations so that they can be used without undue obstruction to other traffic.

### Appendix.

The following is the definition of the Area referred to in paragraphs (1) and (6):—

Euston Road (from Upper Woburn Place to Marylebone Road), Marylebone Road, Edgware Road, Marble Arch, Park Lane, Hamilton Place, Piccadilly, Hyde Park Corner, Grosvenor Place, Grosvenor Gardens, Buckingham Palace Road, Eccleston Bridge, Belgrave Road, Gillingham Street, Vauxhall Bridge Road, Vauxhall Bridge, Albert Embankment, Lambeth Road, St. George's Circus, Borough Road, Borough High Street, Trinity Street, Great Dover Street, Old Kent Road, Tower Bridge Road, Tower Bridge, Tower Bridge Approach, Tower Hill, Minories, Aldgate High Street, Whitechapel High Street, Commercial Street, Great Eastern Street, Old Street, Clerkenwell Road, Gray's Inn Road, Guildford Street, Russell Square, Woburn Place, Tavistock Square, Upper Woburn Place.

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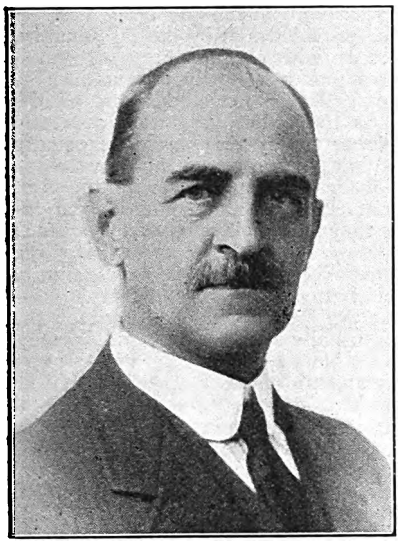
# Commercial Motor Users' Association.

## Annual Luncheon.

THE Annual Luncheon of the Commercial Motor Users' Association (Inc.), was held at the Savoy Hotel, London, on March 25th.

**Mr. C. Le M. GOSSELIN, M.I.A.E., M.Inst.T.,** President of the C.M.U.A., was in the Chair, and a large and distinguished company included members of the Government, heads of many societies, and leaders of organisations connected with motor transport.



MR. C. LE M. GOSSELIN, M.I.A.E., M.INST.T., PRESIDENT.

Amongst those present were:—

Capt. the Rt. Hon. Earl Howe, P.C., C.B.E., The Rt. Hon. Sir Eric Geddes, P.C., G.C.B., G.B.E., The Rt. Hon. J. R. Clynes, P.C., M.P. (Secretary of State for Home Affairs), Mr. Ben Smith, M.P. (Treasurer of His Majesty's Household), The Hon. Sir Arthur Stanley, G.B.E., C.B. (Chairman, Royal Automobile Club), Capt. J. F. C. Bennett, J.P. (His Worship the Mayor of the City of Westminster), The Rt. Hon. Herbert S. Morrison, P.C., M.P. (Minister of Transport), Mons. Chas. Blum (President, Union des Vehicules Industriels, Paris), Col. the Master of Sempill, A.F.C. (Past-President, Royal Aeronautical Society), Sir Cyril W. Hurcomb, K.B.E., C.B. (Permanent Secretary, Ministry of Transport), Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B. (Chairman, London and Home Counties Traffic Advisory Committee), Major-General the Hon. Sir Newton J. Moore, K.C.M.G., M.P., Major-General C. D. R. Watts, C.B., C.M.G. (Director of Ordnance Services, War Office), Major-General Evan Gibb, C.B., C.M.G., C.B.E. (Director of Supplies and Transport, War Office), Mr. W. H. Gaunt, O.B.E. (President, Mansion House Association on Railway and Canal Traffic), Mr. Otho W. Nicholson, M.P., Sir Francis W. Goodenough, C.B.E., Sir Basil E. Peto, Bart., K.B.E., M.P., Mr. W. Lawton Goodman (Master of the Worshipful Company of Coach Makers and Coach Harness Makers), Mr. Geo. Monro, C.B.E. (Immediate Past-President of the C.M.U.A.), Captain Sir Malcolm Campbell, Major-General S. S. Long, C.B. (President-Elect, C.M.U.A.), Mr. F. G. Bristow, F.C.I.S. (General Secretary, Commercial Motor Users' Association), Major G. W. G. Allen, M.C. (Chairman, National Traction Engine Owners' and Users' Association), Alderman A. R. Atkey, J.P. (President, Motor Agents' Association), Mr. R. P. Bailey (Secretary, National Road Transport Employers' Federation), Mr. C. H. Bressey, C.B., C.B.E. (Chief Engineer, Roads Department, Ministry of Transport), Mr. Albert E. Cave, J.P. (Secretary, Motor Legislation Committee), Superintendent Thomas Claro (Traffic Department, New Scotland Yard), Mr. Stenson Cooke (Secretary, Automobile Association), Mr. Edwin C. Cox, C.B.E., M.V.O., Colonel R. E. Crompton, C.B., R.E., Mr. A. D. Currie, M.C., Mr. Ashton Davies, M.B.E., Mr. William Edwards (Chairman, Standing Joint Committee of Mechanical Road Transport Associations), Mr. T. Peirson Frank (Chief Engineer and County Surveyor, London County Council), Mr. E. W. Garnon, F.I.S.A. (Secretary, Motor Agents' Association), Mr. Geo. E. Gilbey (President, Wakefield and District Chamber of Trade), Mr. J. S. Pool Godsell, O.B.E. (Assistant Secretary, Roads Department, Ministry of Transport), Mr. A. Winter Gray (Secretary, Institute of Transport), Mr. E. Graham Guest, M.A., B.Sc., J.P. (President, Scottish C.M.U.A.), Lieut.-Colonel A. Hacking, D.S.O., M.C. (Director, British Manufacturers Section, Society of Motor Manufacturers and Traders), Mr. Rowand Harker, K.C. (Chairman of the Traffic Commissioners, South Eastern Traffic Area), Sir Maxwell Hicks, C.B.E., Mr. Basil H. Joy (Secretary, Institution of Automobile Engineers), Mr. H. L. Kenward (President, Institute of the Motor Trade), Mr. Frank Lanchester (President, Motor Trade Association), Alderman Sir William G. Lobjoit, O.B.E., J.P. (Vice-President, C.M.U.A.), Mr. John M. Logette (Chairman, General Management Committee, Motor Hirers and Coach Services Association), Sir Lynden Macassey, K.B.E., K.C., M.A., LL.D., D.Sc., Lieut.-Colonel D. C. McLagan, D.S.O. (General Secretary, Society of Motor Manufacturers and Traders), Mr. J. Maughfling, Brig.-General Magnus Mowat, C.B.E. (Secretary, Institution of Mechanical Engineers), Mr. L. G. Oldfield, F.C.A. (Secretary, Omnibus Owners' Association), Mr. Alfred C. Osborn (President, Furniture Warehousemen and Removers' Association), Mr. James B. Osler, O.B.E. (Chairman, Electric Vehicle Committee of Great Britain), Mr. Frank Pick, LL.B. (Chairman, Omnibus Owners' Association), Sir Henry H. Piggott, K.B.E., C.B. (Deputy Secretary, Ministry of Transport), Mr. Henry Riches, O.B.E. (Chairman of the Traffic Commissioners, Northern Traffic Area), Mr. G. E. Robinson, M.C., LL.D. (Traffic Commissioner for the Metropolitan Traffic Area), Lieut.-Colonel A. G. Scammell, D.S.O., Mr. Geo. J. Shave (Vice-Chairman, C.M.U.A.), Mr. W. R. Shephard, Mr. Edward S. Shrapnell-Smith, C.B.E. (Past-President, C.M.U.A.), Mr. P. G. Somerville (Secretary, National Benzole Association), Mr. John H. Stirk, J.P. (Chairman of the Traffic Commissioners, East Midland Area), Mr. Tom Thornycroft, Mr. J. H. Turner (President, Metropolitan and Home Counties Road Transport Contractors' Association), Mr. P. R. Turner (President, London Cartage and Haulage Contractors' Association), Mr. A. J. Wells, Mr. J. Woodman-Smith, B.A. (Clerk to the Worshipful Company of Carmen), Alderman Frank H. Wort, J.P. (Vice-Chairman, C.M.U.A.) and Mr. George M. Young, B.Sc. (Chairman, Commercial Vehicle Section, Society of Motor Manufacturers and Traders).

**THE PRESIDENT** read the following loyal message which had been sent to His Majesty The King:—

"Members and guests of the Commercial Motor Users' Association of which organisation Your Majesty has been Patron since 1920, now assembled at the Annual Luncheon of the Association, present their humble and loyal duty, and thank Your Majesty for the gracious interest which Your Majesty has at all times taken in the progress of the road transport industry."

The following reply from His Majesty The King was received:—

"Please convey to the members and guests of the Commercial Motor Users' Association His Majesty's sincere thanks for their message of loyalty." (Applause.)

**Mr. GEO. MONRO, C.B.E., M.Inst.T.** (Immediate Past-President of the C.M.U.A.), proposed the toast of "His Majesty's Ministers." He said he was not sure whether he ought not to attach to it a vote of sympathy with the Ministers of the Crown in view of the extremely difficult times they had to face. At home, trade and unemployment was causing a great deal of anxiety. It was difficult to provide the necessities of life for the unemployed man without taking from him some of the desire to work which they knew was in the heart of the British workman. The warning given by the Chancellor of the Exchequer a few weeks ago with regard to the danger of increasing the heavy taxation on industry, was a welcome reminder that we must cut out coat according to our cloth. Might they hope also that the spirit of compromise would prevail and so avoid the damage always done by strikes.

He congratulated the Government on the assistance they had given in bringing two great nations into the naval pact which gave renewed hope of the continuance of peace in our time. (Loud applause.)

They were delighted to have with them Mr. J. R. Clynes, the Home Secretary, Mr. Herbert Morrison, the Minister of Transport, and Mr. Ben Smith, the Treasurer of His Majesty's Household, together with a considerable number of permanent officials of Government Departments. He thought that Mr. Morrison had had perhaps the happiest time of any Minister, judging by the smile that was always on his face, and he would like to think that the smile was caused by the easiness of his work owing to the assistance which the C.M.U.A. and similar bodies had given him, but he was a little afraid that sometimes the smile was caused because the Minister had got the better of an argument. (Laughter.)

THE RT. HON. HERBERT S. MORRISON, P.C., M.P. MINISTER OF TRANSPORT.

The Minister of Transport always did his utmost in any task to which he set his hand. Mr. Morrison had had a big job and had done it well, and they were delighted that the Minister's work received recognition in the New Year's Honours List and they congratulated him and the country, as they congratulated themselves, upon the fact that the importance of transport had been sufficiently recognised that Mr. Morrison had now become a member of the Cabinet. (Loud applause.)

The final report of the Royal Commission on Transport had been published. Whilst the C.M.U.A. and the industry it represented would welcome co-operation between the various forms of transport which would enable all of them,

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after eliminating wasteful competition, free to function to the maximum extent, they would be strongly averse to any attempt which might be made either to limit the freedom and development of road transport or to endeavour to harness it to other forms of transport under conditions of subservience. Might they hope that the Government would not deal hastily with such a serious problem, but before taking any action would give consideration to all possible consequences.

If in the course of time the political wheel took another turn and Mr. Morrison turned himself into a permanent official and then attached himself to the Ministry of Transport, he would not only be able to see the good results of his two years hard and very sound work, but he would be able to assist the road transport industry to squash some of the clauses of the Road Traffic Act, with which they did not agree. (Laughter and applause.)

THE RT. HON. SIR ERIC GEDDES, P.C., G.C.B., G.B.E.

**THE RT. HON. HERBERT S. MORRISON, P.C., M.P.** (Minister of Transport) responded.

He thanked Mr. Monro very sincerely on behalf of His Majesty's Government for proposing the toast and the company for the very friendly way in which it had been received. He said he could not promise that if through the turning of the wheel of political fortune we suffered the great misfortune of losing the present Government, that he could attach himself to the Civil Service and continue to run the Ministry of Transport. (Laughter.) Moreover, he did not belong to the Civil Service Union, and in any case he could not take a smaller job than that occupied by Sir Cyril Hurcomb, and anybody who tried to replace the Permanent Secretary to the Ministry of Transport would be taking on a big job. (Applause.) As the members of the Commercial Motor Users' Association and other motoring organisations were always good enough to say they were appreciative of the work done by the Minister of Transport, the only thing he could suggest was that they should be determined that when the next election came the Labour Party should be triumphant. If they did that there was a sporting chance that they might retain him as the political representative of their great industry. (Laughter and applause.)

At a time when most industries were suffering severely from the effects of world-wide depression it was a pleasant and refreshing task for a Minister of the Crown to address such a gathering, representative of the great industry of commercial motor transport, whose progress continued from year to year, apparently with undiminshed vigour.

From small beginnings a few years before the War the transport of goods by motor road vehicles had attained immense proportions, each succeeding year showing considerable increases in the numbers of commercial motor vehicles registered.

It was interesting to note that the increase in 1930 had shewn itself entirely in the lighter classes of vehicle, and vehicles over two tons showed a decrease. In addition, vehicles over two tons showed a decrease in the proportion of those fitted with solid tyres.

These tendencies were particularly gratifying as unfortunately the heavier types of goods vehicles, particularly those which were equipped with solid tyres, effected a very considerable wear and tear upon the roads in this country, and although motor users made a considerable contribution to the costs of maintenance and improvement of roads, there was still a very big balance to be found by the general ratepayer. It was therefore desirable to do whatever was possible to reduce road costs without at the same time allowing our magnificent road system to deteriorate.

The problem was he thought, approaching solution. The development of the giant pneumatic tyre in recent years had enabled heavy motor vehicles fitted with those tyres to be economically operated.

The speed limits laid down in the First Schedule to the Road Traffic Act gave an effective preference to pneumatic tyred vehicles.

In addition to the inducements of lower taxation and higher speed limits, operators had found that the use of pneumatic tyres prolonged considerably the life of their vehicles. The change over from solid tyres to pneumatic tyres, except in the case of locomotives, tractors and certain special goods vehicles, could in his opinion now be made compulsory without inflicting any injustice upon the trade.

He had recently made the Motor Vehicles (Construction and Use) Regulations, 1931. These Regulations covered the whole field of the construction of motor vehicles but an important feature was the provision that, with certain exceptions, all new motor cars and heavy motor cars put on the road on or after the 1st January, 1933, should be equipped with pneumatic tyres, and that all motor cars and heavy motor cars with certain specified exceptions should by the 1st January, 1940, be equipped with pneumatic tyres.

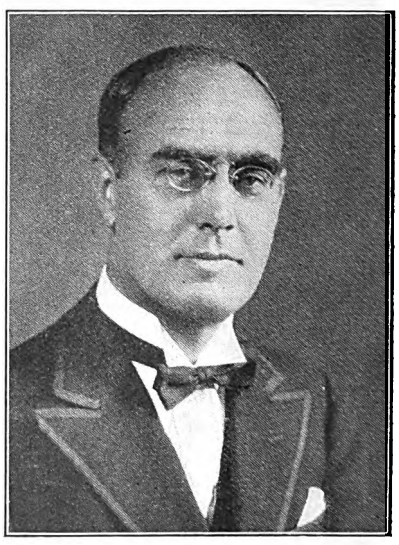
The new Regulations also provided that by the 1st January, 1933, locomotives and tractors, with certain exceptions, must be fitted with resilient tyres (not necessarily pneumatics).

With regard to the Road Traffic Act, the worst of the road transport industry was that what they were perfectly sure they were right in doing to-day they could be equally sure they were wrong in doing to-morrow, and it was one of the glories of the Ministry in connection with the Act, that they were elastic and adaptable and could always to-morrow undo the damage they did to-day. (Loud laughter.) If it could be shown that any Regulation was not working successfully they need never feel that his personal dignity would be offended—he would alter it. (Loud laughter.)

It might be thought that the Regulations came out of the heads of the Civil Servants, usually known as the bureaucracy, at the Ministry of Transport, but the commercial motor users had had a real hand in the making of the Regulations and he regarded gentlemen like Mr. Bristow, the able General Secretary of the C.M.U.A., and other representatives of their Association as, in a sense, outside unattached Civil Servants—he hoped they were honoured by the comparison. (Laughter.)

He wished to express his thanks for the assistance which they had rendered in the drafting of the regulations. The advice and criticism of representative organisations such as theirs had been invaluable in ensuring that the regulations were made only after full consideration had been given to the difficulties and pitfalls which abounded in the motor transport industry.

Might he also refer to the fact that a former member of the Council of the C.M.U.A. was present that day in another capacity, Mr. J. H. Stirk, who was now Chairman of the Traffic Commissioners for the East Midland Area. (Loud applause.) The Ministry of Transport was very glad to welcome Mr. Stirk into the service of the community. (Applause.)



MR. F. G. BRISTOW, F.C.I.S., GENERAL SECRETARY, C.M.U.A.

The final report of the Royal Commission on Transport dealing with the co-ordination and development of transport, raised questions of policy of first class importance and would receive the most careful consideration of His Majesty's Government. The field of enquiry covered by the final report was of such vital importance to the various transport interests as to render undesirable anything in the nature of hasty action.

The grave state of disorganisation which the evidence before the Commission revealed as existing in the road haulage section of the industry would necessitate considerable weight being attached to the recommendation of the Commission that some system of control by licensing should be introduced. The arguments put forward by the C.M.U.A. against further control must, however, be borne in mind.

He could not be the Minister of any particular form of transport. All forms of transport were his children in the political sense and he must love them all, and think of the problem as a whole.

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He liked the atmosphere of the motor industry—it was progressive—it was not a stick in the mud. He could not stand anybody who was stuck in the mud and standing still. One could not stand still either in industry or in politics, and anybody who tried to would be run over, and they deserved it. (Laughter.)

He wanted them to regard the Ministry of Transport not as an official, rigid, red tape State department, but as an Institution that existed to serve and to do for industry those things that industry could not do for itself. They should regard those at the Ministry as friends—not as people outside, but inside the industry. They should think of him not as a politician but as a transport man for nearly all his jobs were business, not politics, and had to be settled by common sense, and then their relations in the future, he believed would be as pleasant, cordial and helpful as they had been in the past. (Loud applause.)

The Association.

**THE RT. HON. SIR ERIC GEDDES, P.C., G.C.B., G.B.E.,** proposed the toast of the Association.

He said that the Commercial Motor Users' Association was now approaching its 30th birthday, and had steadily grown in strength, scope and usefulness during the last 28 years.

During the first year of its life its Members owned less than 300 vehicles. To-day, they owned more than 100,000 motor vehicles. The Membership included great haulage contractors, omnibus and coach proprietors, and traders who owned their own lorries and vans, but it was to him rather significant that whereas in 1903, there were less than 1,000 motor vehicles on the highways, there were to-day 400,000, and knowing as he did the live activities of the C.M.U.A., he felt that there was ahead of them a great educative work to bring into their Organisation a large number of the owners of the 300,000 vehicles not represented by the C.M.U.A. It was so clearly in their interest to join the Association that he hoped to see their Membership much increased.

The C.M.U.A. ranked as one of the most active Trade Associations of this Country and represented one of the very newest of our commercial activities, and honoured as it was by the patronage of His Majesty the King, it should appeal to every qualified owner of Commercial Motor vehicles.

Penal Taxation and Restrictions.

It was one of the most amazing things in industrial life to-day, that the great industry of commercial road traction in common with its twin brother, non-commercial road traction, should appear to have been singled out for penal taxation and restrictions by Parliament. Apparently, great benefactor as it was, and great aid to Industry, it was the butt and the target of every successive Government. He doubted whether history could show any Industry which had been so badly treated by the Legislators of the Country.

When last he was their guest and speaking as an Ex-Minister of Transport, he drew attention to a pledge which he gave with Cabinet authority, to the effect that if the proceeds of the special tax on motor transport gave a yield in excess of the specific requirements for which that tax was levied, the industry as a whole could look to a diminution of taxation. That pledge had not been kept, and no one party was blameless in the matter. The motor industry being a new and active industry without hampering tradition, and with modern-minded control, had appeared in the hard times through which this Country was passing, as an Industry of outstanding prosperity and had therefore been very attractive to the gentlemen who devised means of placing the burden of excessive taxation upon the shoulders which they considered capable of bearing it.

Road Transport, had in addition suffered from two arguments which could be used against it in favour of increased taxation. The roads had to be largely rebuilt, and new methods of maintenance had to be adopted. Road Transport was competing with Railways, and the argument was advanced that it was unfair competition because Road Transport got its permanent way free.

He saw that the Royal Commission on Transport in its final report, deprecated raids on the Road Fund, and said that they presented no redeeming feature. With that, they would all agree.

How penal the taxation had become was shown by some figures which he asked their excellent General Secretary to prepare for him.

A Crushing Burden.

The motor vehicle tax and petrol tax was equivalent to 13.5 per cent. on the operating cost of vehicles—11.5 per cent. on the total cost of the business and 45.5 per cent. upon wages paid in the business. When they considered that this was special taxation levied over and above the ordinary Imperial and local taxation, it was truly penal. Since 1926, and estimating only for the year 1930-31, but taking actuals for the previous years, no less than £83,800,000 had been taken out of motor taxation into the general finance of the Country, and not devoted to road purposes.

It would appear almost as if successive Governments had determined to kill commercial motor users in this country.

With the crushing burden of special taxation on the Industry, could the charge now be levied against them that the motor vehicle did not pay for its permanent way? The total taxation of a special kind in the year 1929-30, was £42,800,000, or 71 per cent. of the total estimated road expenditure. The estimated total road expenditure was £60,000,000. That £60,000,000 was a very interesting figure when they compared it with railroads. There were roughly 26,000 miles of first class roads in the Country in 1929-30, and the length of railroad in the Country, i.e., route miles, was 20,000 miles. In the case of roads, he was not including second class and unclassified roads, and in the case of railroads, he was not taking into account lengths of sidings or double track.

The total cost of the track of railroads in 1930, was about £800,000,000 but this included the cost of stations, bridges and signalling. The maintenance cost of the track was about £12,000,000 but the maintenance cost of the capital works included in the £800,000,000 was £22,000,000.

If from the £60,000,000 spent on roads in 1929-30 they made an arbitrary deduction of £12,000,000 to equate the railroad track maintenance charge, they had £48,000,000 left which capitalised on a 5 per cent. basis again represented a capital expenditure of £960,000,000 against the railway companies £800,000,000.

He agreed that they were very rough and ready figures, but they were sufficiently significant to enable them to make the claim that at any rate, road users of all classes, were now paying so very substantially that the charge that they got free permanent way was no longer justified; and of course they contributed as rate-payers in addition to their enormous special contribution of nearly £43,000,000 a year as motor vehicle owners. They also contributed in taxation, income tax and indirect taxation with the rest of the community.

He repeated that he could find no parallel to such penal taxation against any industry, a taxation which had been imposed upon them, he ventured to think, without realisation of its severity.

It was not only in taxation that they seemed to be singled out for obstructive legislation and regulations. None of them could object to vehicles being debarred from using roads, where the safety of bridges and similar objections would arise, but that His Majesty's subjects using roads for which they paid to such an overwhelming extent, should be debarred from using those roads in common with their fellow subjects appeared to him to be going far further than was reasonable and fair. He referred to certain areas in great cities being closed to motor vehicles of a particular stamp or activity.

However, just as the motor road transport industry had overcome every handicap which had been imposed against it, and stood up against every burden which had been placed upon it, so he felt sure that it would emerge triumphant in the end, or perhaps he should say continue in its triumphant progress.

He had been asked to couple the name of the President of their Association, with the toast. Mr. Gosselin's name was one which had been for a quarter of a century so closely associated with the development of the road motor industry, that to mention one was almost to mention the other. Their President had been an Office bearer since 1913, in connection with the C.M.U.A., and he was a Vice-President of the International Federation of Commercial Motor Users. Mr. Gosselin had given unstintingly of his time, experience and ability to the interests of the members of the Association, and he felt sure that everyone present would delight with him that they should have that opportunity of wishing him well, and of drinking his health. (Loud applause.)

Reply by the President.

**MR. C. le M. GOSSELIN, M.I.A.E., M.Inst.T.,** the President of the Association was enthusiastically received when he rose to respond.

He thanked Sir Eric Geddes for proposing the toast of the Association in such a very striking speech. They realised that the opinions expressed by Sir Eric were backed by an absolutely unique experience, part of which was gained whilst he held one of the highest positions which either State or industry could offer him in the world of transport, a position which he held with great distinction. (Loud applause.)

Those engaged in road transport realised that business opinions were rather at a discount at the moment. The politician had been scolding the business man lately, and had been inclined to tell him that he did not know his business and sometimes gave bad advice. Business men might not be quite the people they used to be—they were now rather poverty-stricken and it was no uncommon thing that when poverty came in at the door love

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flew out of the window. But sometimes it might be as well if the business man reminded the politician that he too was not always above criticism. Mr. Punch pointed out recently that he noted the politician had been endeavouring to achieve national economy by travelling third-class, but had apparently overlooked the fact that he might have effected further economy had he stayed at home altogether. (Loud laughter.)

Damaging as was the raid on the Road Fund to the road transport industry he was convinced that it had been far more damaging to the reputation of Parliament, and he looked forward to the day when some one would have the courage to repair that damage. (Applause.)

### Vicious Taxation and what it means!

Sir Eric Geddes had given them some striking figures in regard to the viciousness of the present scale of taxation to which the road transport industry was subject. The figure that struck him (Mr. Gosselin), very forcibly was the 45.5 per cent. upon wages paid in the business. That was to say for every pound they paid their workpeople the vehicle owner had to hand to the Chancellor of the Exchequer something like 9s. to 9s. 6d. He doubted whether such taxation had ever been imposed upon any industry in the world. In regard to the textile trade of Lancashire it meant that the road transport industry was taxed to the extent of 1s. 6d. on every ton they carried for that industry, the nature of which necessitated a ton of goods making six journeys between entry at Liverpool as raw material and leaving that port again as the exported finished article. It meant that every ton carried by road in Lancashire for the textile industry had, on the whole, to pay a tax to the Chancellor of the Exchequer of 9s., simply because the cotton trade desired to use that form of transport which they found more beneficial than any other at their disposal.

### Increasing the Cost of Transport.

There were other things looming ahead.

Under the Road Traffic Act with its limitation of the working hours of drivers and other restrictive conditions, there was not the slightest doubt but that the cost of road transport would increase very considerably. Then there was the Final Report of the Royal Commission on Transport containing a suggestion that road vehicles should be limited to a tare weight of four tons, and that vehicles exceeding that weight should be taxed so steeply as to make their use almost a luxury. They must forgive him for again referring to the cotton industry of Lancashire, but that happened to be the county where he lived. The cotton industry used vehicles exceeding four tons tare weight to the extent of considerably over 90 per cent. What would be the effect upon the industry in the way of increased cost if the suggestion of the Royal Commission on Transport was adopted, it was impossible to estimate. There were certain things they knew would happen.

For instance, if in place of two ten-ton vehicles they had to substitute six three-ton vehicles (3-tons would be about the capacity if vehicles were not to exceed four tons), they would have to employ twelve men instead of four to do exactly the same amount of work, the roads would be much more congested, and there would be chaos at the mills. What the position would be at the docks he hesitated to try and picture. Such recommendations as some of those made by the Royal Commission needed to be gone into most carefully. It was only by adopting the very best methods that science could place in the hands of commerce that we, as a nation, could hope to work our way back, and it would be a weary journey, to comparative prosperity to which we all looked forward. (Applause.)

He pleaded with the Government to curb their enthusiasm for trying to make this country fit only for heroes to live in. He thought at one time that he knew something about the Road Traffic Act but to-day he was lost in the maze of regulations and orders, which the Minister of Transport had confessed he was now issuing with such rapidity. The trouble was that in practice many of the Regulations proved to be something very different to what they appeared to be on paper. Only the previous week his firm was hauled before a Magistrate because a certain police constable who inspected one of their certificates of insurance did not trust it too well. With every confidence his Company presented the Certificate to the Stipendiary but he too was inclined to be a disbelieving fellow, and in the result it cost his Company something between £15 and £20 to convince that worthy gentleman that they were really carrying on their business in accordance with the Road Traffic Act, and so far as he could see there was no earthly reason why they should not be put to the same expense every time they happened to come across a police constable who thought fit to question the validity of the certificate of insurance. He was sure the Minister of Transport never intended such a position to arise but as he said, in practice things worked out very differently.

He pleaded with the authorities to show the road transport industry the greatest consideration in the administration of the new Act until its effect had been fully appreciated.

In conclusion the President thanked the guests for their presence, and mentioned particularly His Worship the Mayor of the City of Westminster and his colleagues amongst whom the members of the C.M.U.A. were very proud indeed to feel that they could now number their General Secretary, Mr. F. G. Bristow. (Applause.) If Mr. Bristow served the City of Westminster as well as he had served the C.M.U.A. they would find him a great acquisition to the Board. (Applause.)

He thanked particularly Sir Arthur Stanley for his presence that day. The C.M.U.A. regarded the R.A.C. as their Godfather, and he could only hope that the Godfather was fairly well satisfied with the growth of the child. He extended a very cordial welcome to Mons. Chas. Blum, who was President of the French C.M.U.A. and whom he asked to convey to his members the very best wishes of the British C.M.U.A.

If during his term of office as President of the C.M.U.A. concluded Mr. Gosselin, he had been fortunate enough not to make any extravagant mistakes it was due to the careful watch kept over him by their General Secretary, Mr. F. G. Bristow, whose watchfulness had never been relaxed. Also, he thanked his colleagues the Immediate Past-President, Mr. Monro, and their President elect Major-General S. S. Long for the valuable help and assistance they had rendered to him, and once again he thanked Sir Eric Geddes for the way in which he had proposed the toast. If only the thoughts Sir Eric had conveyed to them would sink into the minds of those responsible for road transport legislation in this country, then the time spent in holding the annual luncheon of the C.M.U.A. would have been well worth while. (Loud applause.)

# Institute of Transport.

## Italian Tour and Congress.

**May 30th to June 14th.**

In view of the satisfactory response to the preliminary announcement made by the Institute of Transport, the tour of inspection of certain Italian transport undertakings and places of transport interest in Italy, arranged by the Institute, will, unless any unforeseen circumstances arise, commence on Saturday, May 30th.

The party will leave Victoria Station, London, on Saturday, May 30th, at 4 p.m., arriving at Como on Sunday, May 31st. On Monday, June 1st, motor coaches will leave Como at 9 a.m. and proceed via the Auto Strada to Milan where the proceedings will probably include discussion of a paper by Signor Marco Semenza, a member of the Institute. There will be a tour of the City and inspections of the new Railway Station, the North Milan Railway electrification, and the works of the Milan Tramways.

The party will leave Milan at 1.35 p.m. on June 2nd, arriving in Venice the same evening. Wednesday, June 3rd, will be spent at Venice, when there will be optional morning visits to places of interest and an opportunity given for a tour by gondola. Leaving Venice at 9.40 a.m. on Thursday, June 4th, Florence will be reached at 4.31 p.m. the same day. Friday, June 5th, will be spent in touring Florence and on Saturday, June 6th, at 1.35 p.m. the party will leave Florence for Rome which City will be reached at 7 p.m. Sunday, Monday and Tuesday, June 7th-9th, will be spent in Rome where a paper will probably be discussed, and there will be visits paid to places of transport interest and sight-seeing tours will be arranged.

Rome will be left at 9.40 p.m. on Wednesday, June 10th, the party arriving at Genoa on Thursday morning June 11th. A visit will probably be paid to the Port of Genoa, and then on Friday, June 12th, the company will move on to Turin which place will be reached at 2.15 p.m. On Saturday, June 13th, the Fiat Motor Works at Turin will be visited and at 6.40 p.m. the party will leave Turin arriving in Paris at 9.15 a.m. on Sunday, June 14th. Three-quarters of an hour later the party will leave for home arriving at Victoria at 5.15 p.m. on Sunday, June 14th.

The above are the provisional arrangements and complete details will be issued later.

Further details may be obtained from Mr. A. Winter Gray, Secretary, Institute of Transport, 15, Savoy Street, London, W.C.2.

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# The Worshipful Company of Carmen.

## Livery Dinner.

A dinner of the Livery of the Worshipful Company of Carmen was held on Thursday, March 12th last at Carpenters Hall to meet the Lord Mayor of London (Sir W. Phené Neal) and the Sheriffs, Mr. Alderman Maurice Jenks and Mr. Deputy D. G. Collins.

Amongst other distinguished guests were:—

Mr. Herbert Morrison, M.P. (Minister of Transport), Mr. Ben Smith, M.P. (Treasurer of H.M. Household), Sir Herbert Walker, K.C.B. (General Manager, Southern Railway), Mr. C. le M. Gosselin (President of the Commercial Motor Users' Association), Sir Gervaise S. C. Rentoul, K.C., M.P., Mr. H. C. Rickett (High Sheriff of Surrey), Mr. Alderman H. E. A. Twyford, J.P., Sir Stanley Machin, J.P., and Mr. F. H. Willis (Secretary, Southern Railway).

The Master (Mr. G. H. Lloyd), presided, and was supported by Mr. E. E. Coxhead, Senior Warden, Mr. W. Austin Balls, Junior Warden, and the Clerk, Mr. J. Woodman-Smith.

Amongst the members present were Mr. George Lavington, C.C. (Past Master), Mr. H. A. Jager (Past Master), Mr. G. F. Hedge, O.B.E. (Past Master), Mr. H. A. Easton, C.C. (Past Master), Alderman Sir William Burton, J.P. (Assistant), Mr. F. J. C. Pollitzer, C.C. (Assistant), Major Sir William Coxon, C.C. (Assistant), Mr. H. W. Carter (Assistant), Mr. A. J. Laker (Assistant), Mr. C. J. H. McRea, C.C. (Assistant), Sir Arthur Holmes, K.B.E., C.C. (Assistant), Mr. V. H. Parker (Assistant).

Following the dinner, the loving cup was passed round and during this proceeding the entire company joined in singing three well-known and appropriate songs.

The Master then proposed the usual loyal toasts. These were received with the enthusiasm which is a feature of all Civic gatherings.

MR. G. H. LLOYD,
MASTER,
THE WORSHIPFUL COMPANY
OF CARMEN.

### The Civic Toast.

This was proposed by Mr. Ben Smith, Treasurer of H.M. Household, who paid a fine tribute to the work of the Corporation of London. If, he said, the City was feudal in its origin, it was democratic in its action. The Lord Mayor, in responding, said that the Corporation was the Mother of all municipalities, and old and unreformed as it was, it was the admiration of the whole world. Its history went back 896 years. In 1276 the Livery of the City chose forty members to represent them for the better protection of the City and its property. The City was democratic and every member of the Common Council of the Corporation went out of office and offered himself for re-election each year. Only the aldermen were elected for life. Mr. Deputy and Sheriff D. George Collins also replied and spoke as a member of the Worshipful Company as well as a Sheriff.

### The Guests.

This toast was proposed in a humorous speech by Mr. C. J. H. McRea, C.C., an Assistant of the Court. After referring to Roman times and mentioning Appius Claudius as a predecessor of the present Minister of Transport, directing the traffic in Watling Street, he gave instances of the early regulations of the Company in connection with traffic control. In a serious vein at the end of his speech he suggested that the Minister of Transport's scheme for traffic co-ordination savoured too much of Government control.

The Minister of Transport (Mr. Herbert Morrison, M.P.), in replying, said that free competition among the various elements that made up the transport industry would not do at the present day. They must realise that an empty seat in a passenger vehicle or a train or cart that carried only 25 per cent. of its full load was not economic. They could not run the transport industry on the basis of everybody doing as he liked and all being free to run each other. He was working for co-ordination and whoever stood in the way would be unlucky They must think in terms of transport as a whole.

Sir Stanley Machin, J.P., also responded.

### The Worshipful Company of Carmen.

This toast was proposed by Sir G. S. C. Rentoul, K.C., M.P. Referring to the Master he said that the name of Lloyd had been in the Livery of the Company for more than 100 years, and at the present time there were four Lloyds members of the Company.

The Master (Mr. G. H. Lloyd), in responding to the toast, mentioned that Mr. Deputy and Sheriff Collins was a member of the Livery and they were all delighted to be able to claim him as one of their number. The Carmen's Company was founded in the reign of Henry VIII and for a time exercised great influence over the craft. About thirty years ago it fell on evil days and almost into a moribund condition, but a revival took place and now it was advancing by leaps and bounds and was in a more flourishing condition than ever before, possessing a Livery of 150.

City companies were very anxious to represent the trades whose names they bore, and they were proud that a very large proportion of their members were engaged in the trade.

In the year 1606 they were associated as a Company with the Woodmongers, whose lineal descendants were the coal merchants of to-day. They had recently added a number of members of the coal trade to their Livery and two had been elected to the Court of Assistants. It was most essential that they should have men of high standing as representatives of their trade, and they were glad to welcome Mr. P. R. Turner, who occupied an important position in the road transport industry, as a new member of the Livery.

In conclusion, the Master said he considered it a great honour that he had been elected to that high position for the second time in his life. The Court of Assistants had now been increased and it was not so likely that a member would be asked to serve as Master a second time.

The health of the Clerk was received most heartily and Mr. Woodman-Smith, in responding, said that the attendance was the largest on record and that the Court would soon have to consider applying for an extension of the Livery.

# Furniture Warehousemen and Removers' Association.

## Annual Conference.

The Annual Conference of the Furniture Warehousemen and Removers' Association will be held at Southsea on Thursday and Friday, May 21st and 22nd.

The following is the Provisional Programme:—

Thursday, May 21st.

Reception by the Lord Mayor at the Guildhall, Portsmouth.

Conference—Annual General Meeting. Morning and afternoon sessions will be held in the Banqueting Room, Guildhall, Portsmouth.

Evening—Dinner and Dance at Messrs. Kimbell's Cafe, Osborne Road, Southsea.

Friday, May 22nd.

Morning—A steamer will leave Southsea and proceed to Southampton, arriving at approximately 11.35 a.m. A visit will be paid to Southampton Docks and the s.s. "Berengaria" will be inspected.

1.30 p.m. Lunch at South Western Hotel, Southampton.

Return by steamer from Southampton at 5.30 p.m.

Members are urged to make this Conference a great success and a cordial invitation is extended to all members to bring their ladies with them.

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# Motor Taxation.

## Memorandum to the Chancellor of the Exchequer.

Twenty-one motor organisations, constituting the Conference of Motor Organisations, have presented to the Chancellor of the Exchequer a Memorandum on motor taxation, for consideration in view of the forthcoming Budget. The representative Organisations are:—Royal Automobile Club, Royal Scottish Automobile Club, Automobile Association, Commercial Motor Users' Association (Incorporated), Scottish Commercial Motor Users' Association (Incorporated), Omnibus Owners' Association (Incorporated), National Road Transport Employers Federation (Incorporated), Society of Motor Manufacturers and Traders, Ltd., British Cycle and Motor Cycle Manufacturers and Traders Union, Ltd., Institute of British Carriage and Automobile Manufacturers (Incorporated), Motor Agents' Association, Ltd., Motor Trade Association, Scottish Motor Trade Association, Ltd., Auto-Cycle Union, National Traction Engine Owners' and Users' Association (Incorporated), Agricultural Engineers' Association, Electric Vehicle Committee of Great Britain, Steam Cultivation Development Association, Furniture Warehousemen and Removers' Association, Ltd., Mansion House Association on Railway and Canal Traffic for the United Kingdom (Incorporated), Showmen's Guild of Great Britain and Ireland.

The Memorandum, which is signed by Sir Arthur Stanley, Chairman of the Conference, and Albert E. Cave (Hon. Secretary), is supplementary to that addressed to Mr. Snowden 12 months ago, prior to the introduction of the 1930 Budget. In that Memorandum attention was directed to the national importance of the motor industry and of road transport, and to the evil effects of heavy and special taxation. It was shown that motor taxation was considerably heavier in Great Britain than in important competitive countries, and that the burdens upon British motor transport were restricting the development of the industry.

In the new Memorandum the Conference points out that since last year a decrease in the sales and usage of motor vehicles has taken place. The burden of taxation was a substantial factor in these reactions, which restricted normal expansion of the manufacturing, distributing and service trades, and rendered those trades less able to contribute to national revenue, besides inevitably adding to the volume of unemployment.

The Conference submits that there is an economic limit beyond which the taxation of industry is injurious not only to industry itself, but to the State and the community. That limit has been reached in the case of mechanical road transport.

The road transport tax is a direct tax on the production costs of British-made articles. A commodity worked up from British raw materials in this country, and going through many stages of road transport until it becomes a finished article, is more heavily taxed than an imported article coming from a country where the tax on road transport is lower. As an example of the injurious effects of high taxation on road transport, it is stated that in some British industries, notably the cotton industry, motor taxation imposes the equivalent of a tax of from 10 per cent. to 15 per cent. on the transport cost of the goods on each journey.

It is represented that whilst a substantial reduction in motor taxation might temporarily reduce the annual revenue, any decrease in yield would be more than compensated by increased receipts due to stimulation of new vehicle sales, greater employment in the British motor and allied industries, increased usage of vehicles now unlicensed for one or more quarters, greater sales of second-hand vehicles, and improved export trade, as well as increased national and local revenue from taxes, and from rates on factories, etc.

On the subject of the Horse-Power tax the Conference endorses the view of the British motor manufacturers, that it is the amount of the taxation, rather than the method, which precludes it from suggesting any alteration in Horse-Power formula. Designers should not be influenced by artificial considerations in the design and production of motor vehicles.

The Conference directs attention to a number of important points bearing on the situation. Amongst these are:—

No less than 47 per cent. of motor taxation, or £19,900,000, was taken by the Exchequer during 1929-30 for purposes other than roads. The total motor taxation for that year was £42,400,000.

It is estimated that the total number of persons directly or indirectly employed in the motor industry and road transport and allied industries approximates to 1,000,000. In the Government Statement on Unemployment, 1930, it is stated that a commonly accepted basis is that £1,000,000 provides work for one year for 4,000 men, and on this basis a decrease in taxation on mechanical road transport would be converted into increased employment more than once on such a scale.

In the four quarters of 1930 the total number of licences not renewed for a quarterly period represented 500,000 cars and 600,000 motor cycles. Since 1926 annual and part year licences of cars increased by only 29 per cent., whilst quarterly licences increased by 145 per cent. The Conference represents that high taxation is the main reason why cars are taken out of use in increasing numbers. In this connection the figures relating to quarterly licences are highly significant. Lower taxation would encourage all-the-year-round usage, which would result in greater revenue from vehicle taxation and petrol duty, and more business and employment for the motor service trades.

It is the view of the Conference that, given fair conditions, there is every reason to anticipate that the British motor industry will become one of the great staple industries of the country, and will take the place of, or supplement, other staple industries whose revival is problematical. But the Conference is quite definitely of the opinion that such development is already retarded by over-taxation. A long and wide view of the situation is urged if the prosperity of the motor industry is to be maintained, and it is indicated that a substantial reduction in taxation would be the best means of attaining that desirable object.

# Meat Transport Problems.

Why it has not been possible to employ refrigerating plant in motor lorries engaged in the transport of meat and fish, was explained by Mr. F. H. Paul, M.I.A.E., A.M.I.M.E., of Messrs. Garlick, Burrell and Edwards, Ltd., motor haulage contractors of Liverpool, in an address he gave to one of the local technical associations last month.

Extensive experiments he said had been carried out by the road transport companies to evolve improved types of meat and fish vans. A few years ago endeavours were made to produce an efficient ammonia plant working in conjunction with a large refrigerator van for fish transport, but unfortunately this was far from a success. The van was constructed with the usual cork lining and then this was covered with white tiles, in order to give it a clean appearance. The usual piping was installed and a freezer worked off the main engine. The disadvantage of this system was that in order to reduce the temperature of the van, and owing to the small capacity of the freezer, the lorry engine had to be run for some hours before the interior was in anything like a reasonable temperature and then when the van was placed in position for the loading and long before the load was installed, the internal temperature had risen to normal. One could easily see that this method was very unsatisfactory. Even if the vehicle system could have been coupled up with the large store installation and the temperatures reduced before loading, it was not possible to retain same during the loading process. Another great disadvantage of this system was the fact that owing to the bad state of some roads and also the camber of others, pipe joints were continually breaking and leaking, and this caused damage to the commodities carried. Coupled with this, was also the problem of the immense amount of water to be carried for cooling purposes and unless an air cooled condenser was used, made on the line of motor car radiators, the system would be of very great weight. In any case, cooling by air is never so effective as by water.

This refrigerator van body fitted with a freezer plant, weighed in all well over three tons, and the most one could carry in same was roughly three tons of goods. The construction of a double compartment was also considered, in order to retain the temperatures, but one could easily see that the whole thing resolved itself into a refrigerator plant with no capacity for carrying goods, which, after all, is the sole purpose for which transport is worked. Had this been successful, it was intended to adopt same on a larger principle for the carrying of fish from such ports as Hull and Grimsby to the large industrial centres of England.

Mr. Paul replying to the points raised in the discussion, said he agreed that carriers were not warranted in installing costly mechanical contrivances in insulated road hauled vans. At the present time when goods had to be conveyed for next to nothing one could not afford to introduce frills into road transport. There was a move by the Minister of Transport to restrict all road locomotives to four tons unladen weight, otherwise there would be a prohibitive tax on them. Loads of twelve tons were now carried by road, eight tons being on the rear axle and four tons on the front axle. In the unladen weight had to be included an insulated lift van probably weighing 35 cwts. but more likely two tons. With such a restriction on the unladen weight of the vehicle what was there left for a paying load? It would certainly be impossible to carry extras. In unladen weight the Ministry was endeavouring to include the van because, they argued, that was used to carry the load.

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# London Cartage and Haulage Contractors' Association.

## Annual General Meeting.

The Annual General Meeting of the London Cartage and Haulage Contractors' Association was held at the offices of The Rubber Growers' Association, 2, Idol Lane, Eastcheap, London, on March 31st last.

The President of the Association, **MR. PHILIP R. TURNER, M.Inst.T.**, presided.

The Minutes of the last Annual General Meeting, as well as those of an Extraordinary General Meeting, held on December 15th last, were taken as read and signed.

The Balance Sheet for the year ended December 31st, 1930, was placed before the meeting and passed unanimously. The accounts showed a good surplus of income over expenditure.

MR. PHILIP R. TURNER, M.INST.T., PRESIDENT.

### The President Reviews the Year's Work.

**MR. PHILIP R. TURNER, M.Inst.T.**, the President, was received with applause upon rising to review the work done during the past year. He said:

Gentlemen, — I think it is not necessary for me in making my annual report to you, to go into the amount of detail which it has been my custom to do in past years, in view of the fact that as recently as December last we held an extraordinary general meeting when I dealt fully with the provisions of the Road Traffic Act and the Regulations which the Minister of Transport proposed to make under that Act. Therefore, I propose to deal only with one or two points which at the time when I last addressed you had not been definitely decided upon.

I think that perhaps no one will disagree with me when I say that the past year has been very bad from the point of view of trade. There has been an appalling slump in trade throughout the world, and its effect must be felt by practically everybody. The depression is universal and it must be obvious to all that only a very few can hope to escape the effects of it.

### The Burden of Taxation.

In this country we have suffered and are suffering from the excessive weight of taxation. You and I have said this until we are almost tired of repeating it, but it does not alter the fact and I do not think it can be too strongly stressed. We have had what I think I might call a disease of politicians. We have people who have their own little political axe to grind and one restriction after another is imposed upon us which hampers and hinders us in our struggle for existence.

While one would think that it is of the utmost importance that national expenditure should be cut down in order that the burden of taxation could be eased, one finds that apparently little attention is paid to this all important matter, and it seems to me that the trend of events in the House of Commons has been merely to endeavour to improve conditions by one means or another without paying due regard as to how the Bill is going to be met.

### Limitation of Drivers' Hours.

So we find that under the Road Traffic Act there is imposed upon us a clause under the guise of a measure to provide a certain amount of protection for the public but which is in fact a clause which definitely restricts the hours a man may work in our industry. As you know, the Association has given much thought and attention to this section of the Act. It was felt that the clause would seriously impede the growth of our industry. With some twenty kindred associations and the trades unions we have taken part in discussions at the Ministry of Transport in an endeavour to get some variation of section 19. They were lengthy conferences, and at times the difference of opinion between the trades unions and ourselves was very wide, but eventually we did come to a tentative agreement, the terms of which I think are known to you all. Put briefly, we were going to ask for an eight-hour working period to replace the five and a half hours limitation laid down by the section, provided a man was not employed for more than eight hours in a day. Further, we asked that the limit of eleven hours of driving per day should be increased to twelve. If we succeeded in getting this we were prepared to agree to a reduction to five hours of the five and a half hours and to increase the rest period from ten hours to ten and a half hours.

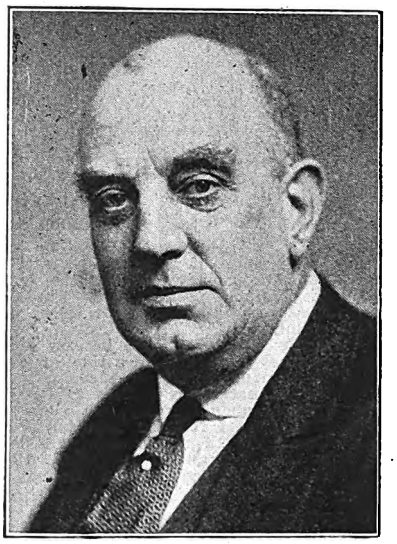
Last Tuesday the matter came before the Industrial Court. Our proposals were strenuously opposed by the Railway Staff Conference and by the National Union of Railwaymen. The railways made it quite clear that they did not wish any latitude of any description to be given to us. As a result of the application to the Industrial Court, and I think rather because of certain unfortunate interjections that were made, we now have a regulation which is not at all to our liking. I should like to say that the employers case was stated by Mr. W. Edwards, the President of the National Road Transport Employers' Federation, and he stated it extremely well. (Applause.) I think that if others on the employers side had been content and had let their case rest upon what Mr. Edwards had to say we should have had a different regulation to the one we have to-day.

The Minister of Transport has now issued a regulation which reads as follows:—

**Variation of Provisions of Section 19 so far as it relates to motor vehicles referred to in Section 19 (1) (b) and (c) of the Act (Locomotives, Tractors and Goods Carrying Vehicles).**

In the case of heavy locomotives, light locomotives, motor tractors and motor vehicles constructed to carry goods other than the effects of passengers.

(a) Paragraph (i) of sub-section (1) of Section 19 of the Act shall be varied so as to provide that where in any period of 24 hours one period of duty only is worked not exceeding 8 hours in length then the limit of 8 hours may be substituted for the limit of 5½ hours imposed by the said paragraph in respect of a continuous period of driving if the driver of the vehicle is allowed intervals of rest and time for refreshment of not less than 40 minutes in the aggregate, and if one such interval is of not less than 20 minutes to be taken not earlier than 2 hours after the beginning nor later than 5 hours after the beginning of the 8 hours' period of duty: and



MR. J. H. TURNER, WHO REPRESENTS THE ASSOCIATION ON THE LONDON AND HOME COUNTIES TRAFFIC ADVISORY COMMITTEE.

(b) Paragraph (ii) of sub-section (1) of Section 19 of the Act shall be varied so as to provide that where a driver is employed by the week and receives at least one complete day's rest of 24 hours in each week on not more than 2 days in any week the limit of 12 hours may be substituted for the limit of 11 hours imposed by the said paragraph in respect of the aggregate of continuous periods of driving, provided that some part of the said 12 hours is occupied by the driver in waiting or on work in connection with the loading or unloading of the vehicle.

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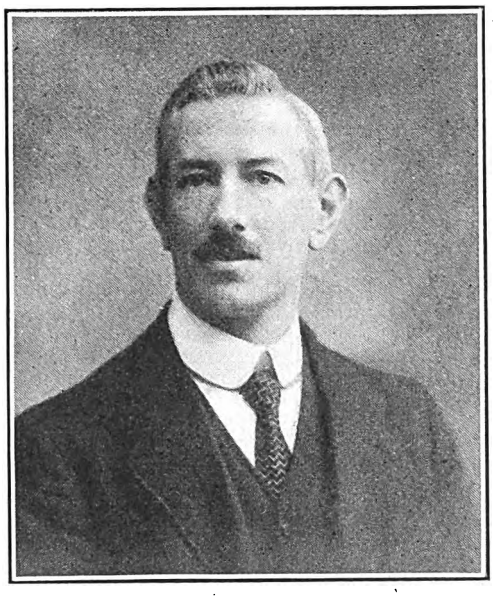
The Order will remain in force unless previously revoked until the 31st day of March, 1933.

In substance, this regulation means that on not more than two days in any week one additional hour may be worked, that is twelve hours instead of eleven hours, but it contains a proviso that a man shall be a weekly servant and a further proviso, not contained in the Act itself, that a driver should receive one full day's rest of twenty-four hours in each week.

I have no hesitation in saying that this regulation will be no advantage to us whatever. A further conference is being held between the employers organisations and the trades unions a fortnight hence, and this matter will again come up for discussion, but in the meantime you can take it that this regulation is law. The regulations come into force to-morrow, April 1st.

### Motor Taxation.

You will remember that a year ago I referred to a memorandum on motor taxation which a conference of motor organisations representing twenty-one kindred organisations had forwarded to the Chancellor of the Exchequer on the question of motor taxation. On February 13th last I attended a conference of these motor organisations which cover practically the whole of the industry, when the advisability of again approaching the Chancellor was under consideration. But it so happened that a day or two previously in the House of Commons the Chancellor in dealing with National economy made a rather important statement. He said:



MR. R. P. BAILEY,
SECRETARY.

**"In spite of what I have said now, having pointed out the difficulties, I say with all the seriousness I can command that the national position is so grave that drastic and disagreeable measures will have to be taken if Budget equilibrium is to be maintained and if industrial progress is to be made. An expenditure which may be easy and tolerable in prosperous times becomes intolerable in a time of grave industrial depression. The right hon. Gentleman made a quotation from my last Budget speech that I was anxious to avoid the imposition of any further imposts upon industry. In view of the deeper depression since that time, I feel the importance of that statement to-day more than I did 12 months ago. I believe, if I may put it so bluntly as this, that an increase of taxation in present conditions which fell on industry would be the last straw."**

In view of this it was felt that it would be better not to approach him by deputation but to send in a further memorandum.

This memorandum shows that in the year 1929/30 the total motor taxation—motor vehicle taxation and petrol duty—amounted to no less than £42,400,000, of which sum £19,900,000 were diverted to purposes other than roads, £15,000,000 was applied to derating and £4,900,000 was retained by the Exchequer for general purposes. It seems a monstrous injustice that no less than 47 per cent. of a tax which was originally earmarked for the definite purpose of road construction and maintenance should have been diverted to general taxation. This is in fact a sumptuary tax on transport which has been very strongly condemned by the Royal Commission on Transport.

### Truly Penal Taxation.

Here I should like to emphasise a few figures which were given by Sir Eric Geddes, the first Minister of Transport, at a luncheon held in London recently. Sir Eric said:

**"When last I was your guest and speaking as an Ex-Minister of Transport, I drew attention to a pledge which I gave with Cabinet authority, to the effect that if the proceeds of the special tax on Motor Transport gave a yield in excess of the specific requirements for which that tax was levied, the Industry as a whole could look to a diminution of taxation."**

Sir Eric Geddes went on to say:

**"I see that the Royal Commission on Transport in its final report, deprecates raids on the Road Fund, and says that they present no redeeming feature. With that, we will all agree. The Report of the Royal Commission on Road Transport appears to me, however, to be like the Curate's egg, good only in parts . . . The Motor Vehicle Tax and Petrol Tax is equivalent to 13.5 per cent. on the operating cost of vehicles—11.5 per cent. on the total cost of the business and 45.5 per cent. upon wages paid in the business. When we consider that this is special taxation levied over and above the ordinary Imperial and local taxation, it is truly penal. Since 1926, and estimating only for the year 1930-1931, but taking actuals for the previous years, no less than £83,800,000 has been taken out of Motor Taxation into the general finance of the Country, and not devoted to Road purposes. It would appear almost as if successive Governments had determined to kill Commercial Motor users in this country. With the crushing burden of special taxation on this Industry, of which I and my interests are a component part, can the charge now be levied against us that the Motor vehicle does not pay for its permanent way? The total taxation of a special kind in the year 1929-1930 was £42,800,000 or 71 per cent. of the total estimated road expenditure."**

These figures, I think you will agree, speak for themselves.

There are one or two other matters I want to refer to: You will remember that I have already reported to you that we objected very strongly to the regulation the Minister proposed to make that a four-wheeled vehicle should be limited to a maximum weight of twelve tons. In spite of the fact that the strongest representations were made against it, the Regulation has now been made. We have since approached the Minister again and have pressed the point that a four-wheeler should be allowed a maximum weight of fourteen tons in the case of existing steam wagons. On our visit to the Minister we had with us representatives of the Mining Association and the Society of Motor Manufacturers and Traders and I think that the Minister was impressed with the case we were able to put before him. We pointed out that there are some 9,000 to 10,000 of these vehicles on the road and that they consume annually about 1,500,000 tons of British coal in the getting of which about 4,000 men are employed. As a result of that deputation we hope that the Minister will make some concession with regard to existing vehicles.

Another matter upon which I was not able to report finally when we last met is that relating to the articulated vehicle. I am now able to report that we have been successful in getting the second man dispensed with but we have only been partially successful in the case of motor tractors. A motor tractor and trailer will require to have two men in attendance unless the tractor is hauling a trailer with an insulated van for carrying meat and then within certain limits.

During the year Mr. J. H. Turner has continued his arduous work on our behalf as our representative on the London and Home Counties Traffic Advisory Committee. (Applause.) I will ask Mr. Turner to speak to you later with regard to one or two matters which are of special importance to members of the Association. We are all deeply indebted to him for the work which he so unselfishly performs on our behalf. (Applause.)

### Final Report of the Royal Commission on Transport.

The last point I wish to refer to is the final report of the Royal Commission on Transport. From our point of view one of the most important points in that report is the definite recommendation to discourage the use of motor vehicles of more than four tons tare. The Commissioners define a road haulier as a person or company who hold themselves out as willing to carry the goods of others for hire or reward, and they recommend that in due course road hauliers should be licensed and placed under a system of licensing to be administered by the Area Traffic Commissioners, and that the Commissioners in considering applications for hauliers licences should have regard only to (a) the fitness of the vehicle; (b) the wages and conditions of service of persons employed in connection therewith. Further, they recommend that Section 93 of the Road Traffic Act providing for the application of the "Fair wages clause" to persons employed in connection with the operation of public service vehicles should be extended to include persons employed in connection with the licensed vehicles of road hauliers. The Commissioners do give us a little grain of comfort as they suggest that the fees for licences issued to road hauliers should be £1 per vehicle. We understand that

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the Government will not be in a hurry with regard to the final report of the Royal Commission and that nothing will be done with regard to the various recommendations made until they have received most careful consideration.

In conclusion I wish to thank Mr. R. P. Bailey for the very excellent services he has rendered us during the past year. (Applause). I also wish to thank the Council for their very great assistance and for their co-operation with me at all times. (Applause.)

Election of President.

**MR. J. H. TURNER** proposed the re-election of Mr. P. R. Turner as President for the ensuing year. He said that for several years now Mr. Turner had given them most ungrudging service which the members valued most highly, and the brains of their President were badly needed at the present time. He had tried to work out the time their President had devoted to their interests during the past year, and he had ascertained that it approximated between six and seven weeks. Certainly Mr. Turner had attended over fifty conferences during the year and each one had occupied practically a whole day. It was wonderful to think that they had in Mr. P. R. Turner a gentleman who was willing to devote such a large amount of time in their interests. On behalf of the members, as well as on his own behalf, he did assure their President that they valued his services most highly and they asked him to accept the Presidency for another year. Their President had referred at some length to Section 19 of the Road Traffic Act. No one was satisfied with the regulations dealing with the question of drivers hours but members would be quite safe in leaving the matter in the hands of Mr. P. R. Turner. The regulations issued on this point were unworkable and ought not to be made statutory, but having regard to Mr. Turner's sound knowledge obtained in all parts of the country members would be quite safe in his hands. (Applause.)

**MR. D. J. MAILE** seconded the proposition which was carried with enthusiasm.

**MR. PHILIP R. TURNER,** acknowledging his re-election to the Presidential chair, said he felt that the members had honoured him, but perhaps at the present time he had no option but to accept their kind invitation, because matters were in such a state of flux and there were so many questions of importance now happening or likely to happen shortly, that a break in representation would be detrimental to the industry as a whole. He could only say that he very much appreciated the honour conferred on him and he would do his best to discharge his duties as faithfully as possible.

**Election of Vice-Presidents.** The President announced the receipt of a letter from Mr. Herbert Paterson, a Vice-President of the Association, to the effect that as some while ago he resigned his position as Managing Director of his Company he felt the time had arrived when he should give up his Vice-Presidency of the Association, a position he had held for some years past. His long association with the Council and members of the Association, Mr. Paterson continued, had been most pleasant and he would continue to follow with great interest the work done by the Association.

The Meeting accepted Mr. Paterson's resignation with great regret as they realised that it was breaking a very long association with him. It was decided that Mr. R. P. Bailey should write to Mr. Paterson expressing the great regret of the members at his resignation.

**MR. N. F. WENTWORTH** and **MR. F. HOAR** were re-elected Vice-Presidents.

**MR. G. H. LLOYD** was unanimously re-elected Treasurer for the ensuing year.

**Election of Council.** The following gentlemen were re-elected to the Council for the ensuing year:—Mr. H. H. Crow (Crow Carrying Co., Ltd.), Mr. Guy Fairclough, Mr. T. Feast, Mr. W. F. French (United Service Transport), Mr. W. H. Hixson (Metropolitan Transport Supply Co.), Mr. W. H. Kinner (Tingle Jacobs & Co.), Mr. D. J. Maile (R. Cornell, Ltd.), Mr. A. H. Park (Chas. Poulter, Ltd.), Mr. T. B. Pettitt (Pickfords, Ltd.), Mr. A. E. Prior, Mr. G. L. Polkinhorn (Carter, Paterson & Co.), Mr. J. Pollitzer (Beck & Pollitzer), Mr. A. Rickards (Chas. Rickards, Ltd.), Mr. J. Spurling, Mr. J. Sullivan, Mr. L. A. Taylor (Samuel Taylor & Sons, Ltd.), Mr. J. H. Turner, Mr. John Wells (E. Wells & Son, Ltd.).

London Traffic.

**MR. J. H. TURNER,** who represents the Association on the London Traffic Advisory Committee, referred to the attempts made by the Minister of Transport to deal with the congestion of London traffic. He said it was proposed to make regulations to deal with vehicles in Oxford Street by means of light signals as an experiment. The Ministry of Transport had suggested originally that horse vehicles should be totally prohibited from the Oxford Street area, and that no mechanically propelled vehicle which under the Road Traffic Act was not permitted to travel at more than five miles an hour, should be permitted in the area, and, further, that the delivery of goods in the area should be totally prohibited between the hours of twelve noon and seven p.m. Members would readily see what effect such a regulation would have upon the trade of the West End, particularly the enormous trade done between, say, St. Giles Circus and Marble Arch. Although the proposed regulation was viewed with favour by the London and Home Counties Traffic Advisory Committee he had not been content to let it go through unchallenged. In his efforts in this connection he received great assistance from their President and Vice-Presidents whom he met and they discussed the position for three or four hours. He then solicited the sympathy of the Chairman of the Advisory Committee, Sir Henry Maybury, who had at all times been very friendly disposed towards their industry and had been a real friend of the trade, although his task as Chairman of the Committee was naturally a very difficult one. As the result of the efforts that had been made an order would now issue to the effect that horse vehicles would be allowed to deliver goods in the Oxford Street area provided they did not wait for more than ten minutes. Further, mechanical vehicles would be allowed in the area provided they were not restricted to less than eight miles an hour under the Road Traffic Act. Through traffic, not having business to do in the area, would have to use roads not restricted, and he did not think they had cause of complaint under this head. It had been a big fight because it necessitated the rescission of the previous resolution carried by the London Traffic Committee in favour of the original proposals of the Minister.

The London Traffic Committee were doing their best to speed up traffic and to do away with congestion as far as possible. He was afraid that in some quarters the tendency was to try and find cures for congestion without paying due regard to the causes of that congestion. Speaking generally, he thought that much had been achieved by the regulations already made. (Applause.)

The President said how much they were all indebted to Mr. J. H. Turner for the excellent work he had done.

The meeting then terminated.

## Morris Motors, Ltd.

The Annual Meeting of Morris Motors, Ltd., Cowley, Oxford, has been fixed for April 18th, in order that Sir William R. Morris, Bt., who has been abroad attending the British Exhibition in Buenos Aires, may be present to take the Chair. The Report and Statement of Accounts for the year ending December 31st, 1930, show that the net profit on trading and interest received for the year amounted together to £1,303,308 10s. 4d. after making full provision for Depreciation of Assets and all contingencies. The reserve for contingencies amounts to £517,020 18s. 9d., in which there is included a sum of £114,382 8s. 7d., representing the Appreciation arising from the valuation of market value of the Government Securities at the date of the Balance Sheet. The Directors consider that the results of the year are very satisfactory, inasmuch as the trading conditions both at Home and Overseas have been extremely difficult owing to the depressed state of industry. After meeting the Dividends on the Preference Shares and Income Tax, there is a balance of Profit of £820,994 12s. 10d., to which must be added the balance brought forward from last year, £118,753 3s. 4d., and the Profit realised on Investments sold of £9,407 5s. 1d., thus giving a total Profit available for distribution of £949,155 1s. 3d. The Directors propose again to strengthen the position of the Company by writing down still further the Balance Sheet value of the Goodwill, Patent Rights and Trade Marks to £600,000, and by increasing the amount to be carried forward to next year. The Directors consequently recommend that the undivided Profits be dealt with in the following manner:—By payment of a Dividend of 10 per cent., free of Income Tax, on the Ordinary Shares £200,000. By writing down Goodwill, Patents and Trade Marks by the sum of £391,043 4s. 1d. By Transfer to Reserve for Income Tax £100,000. And by carrying forward to next year the balance of £258,111 17s. 2d.

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# The "New Era" Truck.

## Visit to Bean Cars, Ltd., Tipton.

On Tuesday, March 31st, a party of "Bean" distributors, dealers and members of the Press visited Tipton, Staffs., at the invitation of the directors of Bean Cars, Ltd., to celebrate the launching of the new all British 20-25 cwt. truck the "New Era." The slogan of the campaign is "Buy Beans and be British."

Mr. P. B. Brown, Chairman of the Company presided at luncheon in which about 100 guests took part. Mr. Brown who is also Deputy-Chairman and Managing director of Hadfields, Ltd., Sheffield, occupies this year the high position of Master Cutler of Sheffield.

After luncheon the Chairman welcomed the guests in a genial and encouraging speech. He then called on Mr. Noel Martin, the managing director to speak.

Mr. Noel Martin in addressing the Company said:—

Our reason for interrupting your business just now is that we want you to see for yourselves what we are doing, to what an advanced stage we have developed the production of our "New Era" Chassis and Truck.

It is no unknown thing for manufacturers, British and otherwise, to announce a new model, get everybody keen, and then, as soon as orders are placed, announce that owing to quite unforeseen circumstances delivery cannot be given for so many weeks, months or years. That is not our way. As you will see to-day, we have 50 chassis or trucks on the floor, ready for delivery, and we are safe in saying that we can deliver 50 chassis and/or trucks per week, from now forward. You need, therefore, not consider our feelings in the least. You can order now, in any reasonable numbers, knowing that you are going to get what you want.

I am pleased to welcome representatives of the Press to this Luncheon. They, like everyone else, have been curious as to the source of the series of "hidden" advertisements which have been appearing for the past few weeks.

This novel, although not new, method of advertising, has not only created a wide interest throughout the Trade, but has also provided the Press with matter for editorial comment.

We all know how helpful the Press can be in such matters as these, and we are very grateful to them for the added publicity they have given us by expressing their curiosity through the medium of their Journals.

Our "New Era" Model is not the cheapest thing of its kind. It is not even the lowest-priced of its kind. But if you want a really honestly, 100 per cent. British truck, want to feel safe about material, as well as design, want to feel safe about workmanship, I don't know where to send you to find something better than our "New Era" Model. We have given it much more of road-testing than has been given to a majority of new models, commercial or otherwise. We have tried in every way to get to the bottom of it, but have failed, because it is a really sound job, every inch of it; and in all the years that I have been interested in motor vehicles I have never seen anything offering sounder value, or more generally attractive.

As most of you know, I have been intimately associated with the launching of one or two motor vehicles made by other Companies, but never have I felt so confident of success as I do now with the "New Era."

It is not going to sell automatically. You know, and I know, that nothing in the World sells itself nowadays. My Board and I appreciate that we could not stir a hand without the energetic, intelligent, loyal co-operation of Bean Dealers, just as much Overseas as at home.

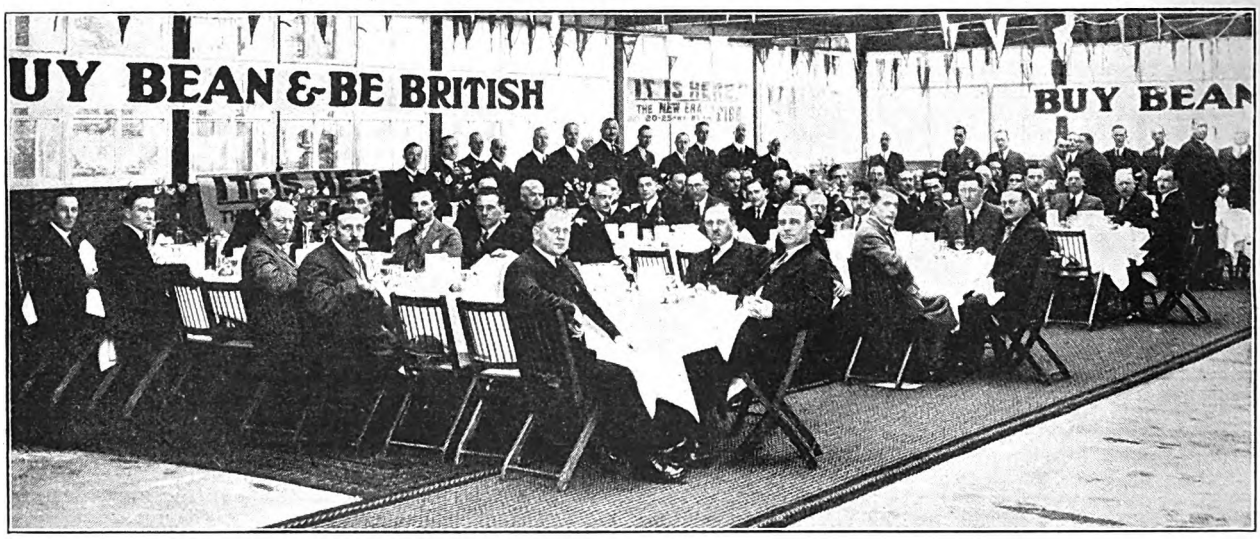
But as we have always endeavoured to treat Bean Dealers in such a fashion as to deserve their loyalty, as well as their energy, we have no misgivings on that score; and, therefore, at a time when so many people are still wasting breath asking one another when the slump is going to end, we are full of fight, full of faith, relying on a good job and sound business policy to make 1931 a much better year than 1930.

That is not asking much, I admit. Things have been very bad, all round: but we have kept pleasantly busy all the while and I can show you in our Sales Department figures and facts suggesting that we have, even with things at their quietest, been much more fortunate than have a majority of British Firms, perhaps because we make so very many of our components (In fact all of them but accessories and tyres), ourselves. We have thus been able to put into our Products a degree of material-quality denied to less fortunate firms, and so our service charges, our after-sales service charges, have been absolutely infinitesimal. We need hardly say that Hadfields steels are used throughout.

This has reacted favourably on our sales, because we all know that no other form of publicity is anything like as valuable as is owner-to-owner, and dealer-to-dealer, recommendation.

When you come to look round, after lunch, you will see how well we are equipped to manufacture under ideal conditions. Drop forgings, stampings, castings, machine shop work—all these things which cost so very much money when they are "put out" are done in our own plant, under our own roof, under our own supervision.

There will be many of you who will notice a great deal of work going through our shops which you will not find in Bean vehicles. We consider it a great compliment that Companies like the "Midland Red" Bus Company place sufficient confidence in our workmanship as to entrust us with the casting and machining of parts for practically all their engines. This might be thought immaterial, irrelevant, but it is not. I regard this business as the greatest possible commendation, not only to our material and experience, but also to our integrity. We try to live up, in every respect to the traditions established by firms like that of Hadfields, Limited (our Associate Company), whose Deputy-Chairman, Mr. Peter B. Brown, we are very glad to have with us to-day. It is also a great honour to have amongst us the Present Master Cutler of Sheffield.




LUNCHEON TO CELEBRATE THE LAUNCHING OF THE "NEW ERA" CAMPAIGN.

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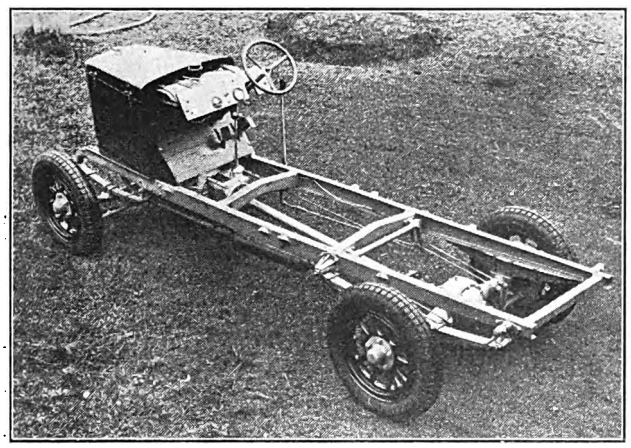
The party then divided up into groups and under the guidance of members of the staff made a tour of the works. This arrangement enabled all the guests to see at first hand the splendid up-to-date machinery and plant ready for producing the "New Era" truck in large quantities. The tour concluded with a visit to the foundry where castings are made for many well-known Motor and Engineering firms throughout the Country as well as municipal undertakings.

Every effort has been made to launch the new truck with the greatest possible chance of success and we offer to Bean Cars, Ltd., Tipton, Staffs., our best wishes for prosperity with the "New Era."

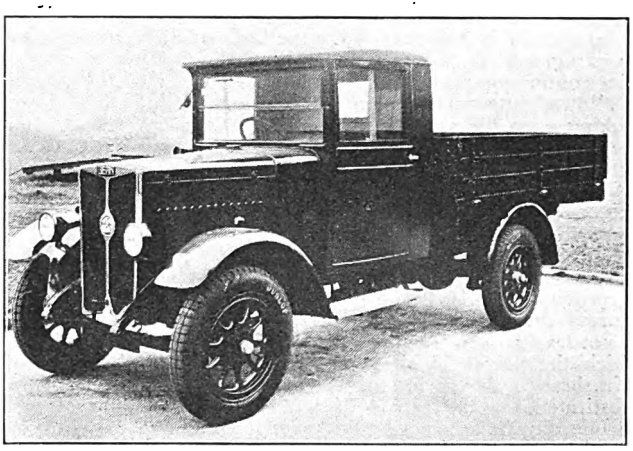
* * * *

# The Bean "New Era" 20/25-cwt. Chassis.

The 20/25 cwt. "New Era" chassis just recently placed on the market by Bean Cars, Ltd., of Tipton, near Birmingham, is a substantial business-like production as may be judged from the accompanying photographs. Its price also is attractive being £198 only or, with a truck body and totally enclosed cab, £235, or as a van £250. The following is a brief specification of the chassis:—It has a four-cylinder monobloc engine with detachable cylinder head. Bore and stroke 75 mm. by 130 mm. respectively, developing 40 b.h.p. The crankshaft is carried on three white metal bronze backed bearings. The pistons are aluminium of a special type. Lubrication is by pump submerged in sump. Coil ignition is used with automatic control. The carburetter is the Solex. Cooling is thermo-syphon, fan assisted. The radiator is of the gilled tube type of original and attractive design. Power is transmitted through a single dry plate clutch to a three-speed gear box which is unit with the engine. The gear ratios are 1st, 30.22 to 1; 2nd, 13.13 to 1; top, direct; reverse 30.22 to 1. Transmission from the gear box is through an open type tubular propeller shaft with a universal joint at each end. The rear axle is three-quarter floating with spiral bevel drive. Rear axle ratio is 6.7 to 1. Foot and hand internal expanding brakes operate in rear wheel drums. The wheels are the artillery type fitted with 30 in. by 5 in. tyres. Steering is the worm and sector type and chassis lubrication is by grease gun throughout. The chassis equipment includes a 12-volt five-lamp, lighting set, with large capacity battery; driving mirror and speedometer. A self-starter may be fitted for £7 10s. extra.



THE BEAN "NEW ERA" 20/25 CWT. CHASSIS.



THE BEAN "NEW ERA" 20/25 CWT. VAN.

# London Transport.

Mr. Herbert Morrison, the Minister of Transport, speaking at the Dinner of the London County Council Tramways Staff in London, on March 28th, said that under Mr. J. K. Bruce and Mr. T. E. Thomas, as General Managers, the efficiency and comfort of the L.C.C. tramways had been vastly improved during recent years, whilst the stations on the Kingsway Subway were now models of cheerfulness, brightness and comfort. Under the London Passenger Transport Bill the Council's tramways, in common with thirteen other local authority tramway undertakings, would pass to the London Passenger Transport Board. This Board would be primarily a business Board and he was being very careful to remove its management from party political influence and from political controversy. He believed that whilst the staffs would regret terminating their old-time associations they would, nevertheless, welcome such a change for they would have the satisfaction of becoming part of the greatest and, he believed, the most efficient local passenger transport system in the whole world.

The London Passenger Transport Board, unlike the Council, would not be restricted in its operating problems to the tube, bus or tramway outlook, but would be able to view the London passenger transport problem as a whole. It would, therefore, be much freer to work out a development policy and would be the first London transport concern which could really look at every traffic problem upon the sheer transport merits of the case. The elimination of wasteful competition would free resources for much needed development of travelling facilities, and, of course, there were great possibilities in the way of the issue of through bookings and tickets which could be available on any of the varied means of transport provided by the Board. He believed that there was a bright future for London passenger transport in the new conditions and that changes, improvements and the development of facilities in the interests of the travelling public which were now impossible would become practicable at last.

# Answers to Inquiries.

Commercial Vehicles.

**Question:**—Can you give us the names and addresses in this country of the Makers or Distributing Agents of the following commercial vehicles:—Berna, Burford, Clyde, Federal, G.M.C., Liberty, Low-Loader, S.L.M. and W. & G.'s. These names are included in The World's Carriers Year Book and Diary, 1931, under the heading of "Industrial Vehicle Chassis for 1931."

**Answer:**—S.L.M.—Modern Wheel Drive, Ltd., 17, Victoria Street, London, S.W.1. Burford—C. H. Gray, H. G. Burford & Co. (1926), Ltd., South Row, North Kensington, London, W.10. G.M.C.—General Motors, Ltd., The Hyde, Hendon, London, N.W.9. Berna—Lawson Pigott Motors, 320, King Street, London, W.6. Low-Loaders—J. M. Roberts, Cathnor Motor Works, Cathnor Road, Shepherd's Bush, London, W.12. Federal—United Motors, Ltd., 23-24, Walnut Tree Walk, Kennington, London, S.E.11. Clyde—Mackay & Jardine, West Cross, Wishaw. Liberty—Automotive Spares, Ltd., 164a, Kings Road, Chelsea, London, S.W. W. & G.—W. & G. Du Cros, Ltd., Acton, London, W.3.

Wanted—Address of Association.

**Question:**—Can you give us the address of the Ballast, Sand and Allied Trades' Association.

**Answer:**—124, Tottenham Court Road, London, W.C.1.

Map of Road Traffic Areas.

**Question:**—Do you know of a map showing the traffic areas under the Road Traffic Act?

**Answer:**—Messrs. Edward Stanford, Ltd., 12, Long Acre, London, W.C., have published such a map. It shows in colours the traffic areas in England, Wales and Scotland created by the Road Traffic Act, each area being clearly defined. The headquarters of the Traffic Commissioners are also marked. The scale is about 23 miles to one inch, and the price for paper copies is 3s. 6d., slightly higher prices being charged for cloth or rollers.

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# Limitation of Drivers' Hours.

## Important Order.

Section 19 of the Road Traffic Act, 1930, which limits the time for which drivers of certain vehicles may remain continuously on duty came into force on April 1st.

Under Sub-Section (3) of this Section the Minister of Transport is empowered on the receipt of a joint application from organisations representative of employers and workpeople in the industry and after referring the matter to the Industrial Court for advice, to vary by Order the periods of time prescribed in the Section. In pursuance of these provisions the Minister has made an Order the effect of which is as follows:—

Part I of the Order deals only with public service vehicles (stage carriages, express carriages and contract carriages as defined in the Act). It provides in the case of stage carriages that where one period of duty only in a period of 24 hours is worked not exceeding 8½ hours in length then the limit of 8½ hours may be substituted for the limit of 5½ hours imposed by paragraph (i) of sub-section (1) of the Section in respect of a continuous period of driving if the driver of the vehicle is allowed intervals of time for signing on and off and for looking over the vehicle before the vehicle leaves and after the vehicle returns to the garage and for lay over, to an extent which in the aggregate is not less than 45 minutes provided that where the continuous period of duty does not exceed 8 hours the allowed interval of time need not exceed 40 minutes.

Part I of the Order also provides that paragraph (iii) of sub-section (1) of Section 19 of the Act, shall be varied so as to provide that if between any two periods of driving an express carriage or a contract carriage there is an interval of not less than four consecutive hours at a destination during which the driver of the vehicle is able to obtain rest and refreshment, the period of eight consecutive hours may be substituted for the period of ten consecutive hours of rest on one day in any period of seven consecutive days, or on two days in any period of seven consecutive days if the said period includes a Bank Holiday.

It is further provided in Part I of the Order that the proviso to sub-section (1) of Section 19 of the Act, shall be varied so as to provide that in the case of a stage carriage the period of 8 consecutive hours may on one day in any period of 7 consecutive days be substituted for the period of 9 consecutive hours for rest.

Part II of the Order varies the provisions of the Section so far as it relates to the classes of motor vehicles referred to in sub-section (1) (b) and (c) of the Section, i.e., heavy locomotives, light locomotives, motor tractors, and motor vehicles constructed to carry goods other than the effects of passengers. This Part of the Order varies the provisions of the Section as regards the above mentioned classes of vehicle to the following effect:—

(a) paragraph (i) of sub-section (1) of Section 19 of the Act shall be varied so as to provide that where in any period of 24 hours one period of duty only is worked not exceeding 8 hours in length then the limit of 8 hours may be substituted for the limit of 5½ hours imposed by the said paragraph in respect of a continuous period of driving if the driver of the vehicle is allowed intervals of rest and time for refreshment of not less than 40 minutes in the aggregate, and if one such interval is of not less than 20 minutes to be taken not earlier than 2 hours after the beginning of the 8 hours' period of duty; and

(b) paragraph (ii) of sub-section (i) of Section 19 of the Act shall be varied so as to provide that where a driver is employed by the week and receives at least one complete day's rest of 24 hours in each week on not more than 2 days in any week the limit of 12 hours may be substituted for the limit of 11 hours imposed by the said paragraph in respect of the aggregate of continuous periods of driving, provided that some part of the said 12 hours is occupied by the driver in waiting or on work in connection with the loading or unloading of the vehicle.

The Order is to remain in force unless previously revoked until March 31st, 1933.

* * * *

The above Order was made after application had been made to the Minister of Transport by the Road Traffic Act Conference (Goods Carrying Vehicles), and the Railways Staff Conference and the National Union of Railwaymen for certain variations in the periods of time set forth in the Section, and the Minister referred the matter to the Industrial Court for advice. The Court sat on March 24th, to hear the parties to both applications.

The Road Traffic Act Conference (Goods Carrying Vehicles) is composed of:—*Employers' Associations*: Association of British Chemical Manufacturers, Association of British Chambers of Commerce, Commercial Motor Users' Association, Cotton and Allied Trades Transport Committee, Drapers' Chamber of Trade of the United Kingdom, Electric Vehicle Committee of Great Britain, Federation of Grocers' Associations of the United Kingdom, Furniture, Warehousemen and Removers' Association, Incorporated Association of Retail Distributors, London Employers' Association, Mansion House Association on Railway and Canal Traffic, National Chamber of Trade, National Federation of Fruit and Potato Trades' Association, National Road Transport Employers' Federation, National Traction Engine Owners' and Users' Association, National Union of Mineral Waters Manufacturers' Association, Sausage Manufacturers' Association, Scottish Commercial Motor Users' Association, Showmen's Guild of Great Britain and Ireland, Steam Cultivation Development Association, Traders Traffic Conference, Wholesale Distributors' Association, Wholesale Produce Merchants' Association; *Trade Unions*: Transport and General Workers' Union, North of England Commercial Section of the Transport and General Workers' Union, Liverpool and District Carters' and Motormen's Union.

The Railways Staff Conference is representative of the four amalgamated Railway Companies (namely the London and North Eastern Railway Company, London, Midland and Scottish Railway Company, Great Western Railway Company and Southern Railway Company) and the National Union of Railwaymen.

The Court also had before it proposals for variations of the Section submitted by the following two parties: Party—Employers' Associations, The Amalgamated Horse and Motor Owners' Association, Limited, The Lancashire Federation of Road Transport Associations, The Sheffield Horse and Motor Owners' Association, The Bradford and District Commercial Vehicle Owners' Federation, The Leicestershire and District Horse and Motor Owners' Transport Association; and Party—The United Road Transport Workers' Association of England.

# National Horse Association of Great Britain.

Lieut.-Col. Sir Archibald Weigall, K.C.M.G., took the Chair at a meeting of the Council of the National Horse Association of Great Britain held on March 31st.

The Report of the General Purposes Committee dealt with the proposed ban on horses in Oxford Street, and pointed out that the Association had protested to the Minister of Transport. The Council felt that the restriction would not only be extremely detrimental to the hundreds of firms who still utilise horses for transport but would especially hit the poor trader with slender financial resources. They considered that elimination of horse drawn transport invariably used for the haulage of goods in favour of vehicles largely engaged in pleasure was very detrimental to trade.

It was reported that many accidents had occurred to horses and live stock generally owing to lorries proceeding at night along country roads with inadequate lights. The Secretary was instructed to write to the Minister of Transport and invite him to ask that the Secretary of State for Home Affairs should draw the attention of the County Chief Constables to the fact that at night many lorries travelled at excessive speeds contrary to the regulations for heavy motor vehicles as laid down in the Road Traffic Act, with consequent accidents.

At the Annual General Meeting of the Association Sir Archibald Weigall occupied the Chair and proposed the adoption of the Report of the Council and Statement of Accounts. He remarked that the Association had had a most active year noteworthy by the fact that H.R.H. The Prince of Wales had honoured them with his Patronage. There had also been a large increase in membership.

The Report and Accounts were adopted.

*President for* 1931. The Chairman formally moved the election of Major-Gen. Geoffrey, H. A. White as President of the Association for the ensuing year, which proposal was adopted with acclamation.

*Council.* It was proposed that the following gentlemen should be invited to fill vacancies on the Council, viz., Lord Daresbury, Major Gordon B. Foster, Mr. James Forshaw, Mr. Claud F. Goddard, Lord Middleton, Hon. Alexander Parker, Brig.-Gen. Leslie Romse (Director of Remounts), and Mr. Pocock of Messrs. United Dairies (London), Ltd.

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# A Short History of Thomas Tilling, Limited.*

In the history of the London Omnibus two names stand out above all others—Shillibeer and Tilling. Shillibeer, whose pioneer work is so well-known, has long since gone, but in the strongly established Company of Thomas Tilling, Limited, the descendants of Thomas Tilling still take an active part. Tilling started in a very modest way with only £30 capital, but by hard work and honest endeavour built up a business which grew larger and more successful with each succeeding year.

MR. THOMAS TILLING, THE FOUNDER OF THE BUSINESS.

Thomas Tilling was born on February 3rd, 1825. His father, James Tilling, was a descendant of the Tilling family who were prominent farmers in Gloucestershire. The Hendon farm was a very successful one, and to dispose of a portion of the produce James Tilling established shops in the West End of London. From these shops milk was delivered. Hay from the farm was also sold. Before he was 20 years of age Thomas Tilling started on his own account when he purchased a Dairy business at Walworth. This was in 1845. Shortly afterwards he bought a grey mare and a carriage and with this stock-in-trade he founded the transport business of Thomas Tilling. It is well known that when Thomas Tilling had five horses, they all died suddenly. Difficulties such as this, however, only spurred him on, and the horses were replaced so quickly that the business did not suffer. The purchase of new stock left him practically penniless, but sheer will and determination enabled him to carry on. Thoroughly straightforward in every way, Thomas Tilling expected a straight deal from others, and his business was built up on honest and unassailable lines. Early in 1850 the business was removed to Peckham, and here the Omnibus branch of the business was gradually developed. One of the omnibus proprietors who bought hay from Tilling's farm at Hendon was named Stevens, and Thomas Tilling became acquainted with him. Stevens found himself in financial difficulties and arranged to sell his bus to Thomas Tilling. This bus was driven by Thomas Tilling on the first journey between Peckham and Oxford Circus. The fare was eighteen pence and four journeys per day were worked. Many clients were picked up at their homes, and this, combined with a stop at the "Father Red Cap" at Camberwell Green for refreshment, frequently made the journey a long and tedious one. This did not fit in with Thomas Tilling's progressive ideas, and he decided to start his bus from a fixed point at a fixed time, so that passengers would have to come to the bus instead of the bus going for the passengers. He thus became pioneer of the system upon which the Omnibus industry is to-day based.

It is not generally known that when Thomas Tilling bought the "Times" bus he was part owner of another bus, but this vehicle was not worked in his name. It was a profitable venture whilst it served the Great Exhibition, but, in common with others it suffered in the slump which followed. The bus was then bought outright by Thomas Tilling, who later worked it in his own name on the "Times" route. After some time another bus was started from Rye Lane to Gracechurch Street via Camberwell, Walworth and the Boro. The fare was sixpence and this venture was also a success. Indeed, Gracechurch Street seems to have been a popular terminus, for in the course of time Tilling routes from Camberwell, Rotherhithe, Bermondsey, Lewisham, Clapham and Wandsworth ended there. There is an interesting story to be told in connection with the Rotherhithe to City route. This had previously been worked by the L.G.O.C. who took their buses off because they could not make it pay. Tilling then covered the route and in a short time made a success of it.

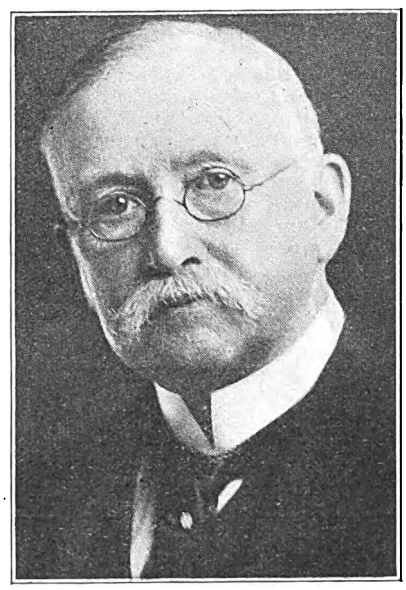
The L.G.O.C. established their business in London by purchasing the stock and times of many of the existing proprietors, but Thomas Tilling refused to sell. When Mr. Church superseded Mr. Macnamara with the L.G.O.C., further attempts were made to secure Tillings business, but without success. Realising that they had a clever and determined man to deal with, a friendly arrangement was made for their mutual protection. A friendship was thus formed which has continued to the present day.

Ten years after his modest start with one horse, Thomas Tilling's stud had grown to 70 horses, and this number increased each year until the peak year of 1905, when some 7,000 horses owned were standing in about 500 different stables. Amongst them there was over 1,000 greys. Since 1905 the horse stock has diminished considerably, but concurrently the stock of motor vehicles has increased. On 1st January this year Tilling's still owned 562 horses, and to-day they have over 80 horses on one important contract.

In 1866 Richard Stephen Tilling, eldest son of Thomas Tilling, entered his father's business.

Madam Adelina Patti, the famous singer commenced hiring a carriage and pair in 1866. Christine Neilson, Sims Reeves, and Edward Lloyd also became customers, as did Blondin, the tight-rope walker, and the famous Tom Thumb. This little man had a big equipage and hired six horses—all greys. In 1866 Thomas Tilling also took over the stables of Mr. Scudd at Blackheath, and bought a bus from him, which worked between Blackheath and Eltham. In 1867 eight horses were supplied for the use of the Sultan of Turkey. Tilling's Fire Brigade horses became known all over the world. In 1870 many Depots were opened, and thereafter the progress of the business became more rapid. In 1871 two hundred horses, 100 men and 100 vans were supplied, for the use of Her Majesty's Troops. In 1872 Mr. E. W. Tilling, youngest son of Thomas Tilling, entered his father's business.

In the year 1887, Queen Victoria's Jubilee, Tillings took a very active part, providing 25 landaus, each with a pair of grey horses, for the Corporation of London, horses and carriages for the Crown Prince of Germany, the Chinese and American Ambassadors, two Rajahs and all the Colonial Premiers, horses for the Honorable Artillery Company and the Bucks Yeomanry. In 1890 Tillings started the first service of buses between Clapham Road and Clapham Junction via Clapham Common, and in 1891 was started the first bus service between Rye Land and "Lord Nelson," Old Kent Road. In the year 1892 the Princess of Wales (afterwards Queen Alexandra) whilst out driving was much struck with a sprightly grey horse she saw drawing a Salvage Corps vehicle. She asked Lord Suffield to find out who was the owner, as she would like to buy the horse. Needless to say the horse belonged to Thomas Tilling. Negotiations were carried out by Mr. Edward Tilling, who, with characteristic straightforwardness pointed out that the horse had one fault, it was rather too small. He told Lord Suffield that the Company had an exceptionally fine bay horse, which



THE LATE MR. R. S. TILLING, FIRST CHAIRMAN OF THE COMPANY.

* Abstract of a paper read by Mr. H. Webb, Traffic Superintendent, Thomas Tilling, Ltd., at a meeting of the Omnibus Society held in London.

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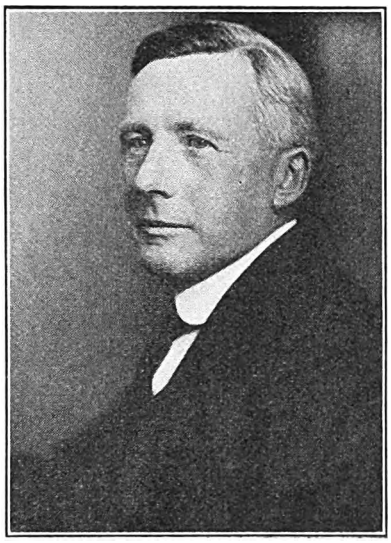
he would like the Princess to see. The colour, however, did not suit Her Highness, but Lord Suffield bought the horse for the Prince. Later, when the Prince of Wales became King Edward VII, Tillings supplied horses and carriages for the Royal Family and met the requirements of the Royal Stables in other ways. Thus they became Royal Warrant Holders. On 8th January, 1893, Thomas Tilling died, aged 67, leaving behind him a business which he had built up from one horse to 2,500.

Thomas Tilling was an outstanding personality. His character cannot be too strongly emphasised. He was a determined, strong-minded and very self-reliant man, yet modest, and was greatly respected by all who knew him. He had worked so hard all his life that when approaching 60 years of age he had a serious breakdown in health. The business was then managed by his two sons, Richard and Edward, and by Mr. Walter Wolsey, Senior.



MR. WALTER WOLSEY, SECOND CHAIRMAN OF THE COMPANY.

Two prominent cousins of Thomas Tilling were the Bishop of Salisbury and Mr. Moberly Bell, for many years Editor of *The Times*.

In 1897 the business was turned into a Limited Company.

In 1903 Tilling's Riding School was opened. Many young officers received riding lessons there during the Great War. 1904 was a notable year for Tillings, who placed their first double-deck motor bus into service. In 1905, notwithstanding the advent of the motor, Tillings owned a record number of horses. 6,460 on 1st January grew to over 7,000 at one time during the year.

At the proclamation of King George V, Tillings were called upon to provide no less than 85 pair-horsed landaus, with coachmen and footmen, at one time, and at the Coronation of King George V every available unit of the Firm was in service for the conveyance of Kings, Princes and others.

At 6.30 p.m. on August 4th, 1914 (the outbreak of the Great War), when practically all the staff had gone home, the Army Authorities asked for a number of horses with harness and drivers to be at Waterloo Station by 8 p.m. Notwithstanding the difficulties in the way, the job was done to time. Within 3 days 500 draught horses and 100 riding horses had been supplied, and this number quickly exceeded a thousand. Despite this drain upon the Company's resources they carried on business as usual. The Company's last horse bus was withdrawn from service on this day.

During the War the number of horses owned gradually diminished, and the horse stock has become smaller each year, with the exception of the year 1920, when there was an increase of some two hundred. It was in 1920 that the headquarters of the Company were removed from Peckham to Victoria Street, London.

Winchester House holds many pleasant associations for the older members of the business, and the late Mr. Richard Tilling worked in the "parlour" for over 50 years. In the year 1926 the Pageant of Road Transport in the Lord Mayor's Show was organised by Tillings.

On June 5th, 1929, Mr. R. S. Tilling, Chairman and Senior Director of the Company died after a short illness. He had proved himself to be a worthy successor of a noble father. The best description one can give of him is "a typical English gentleman."

### Motor Section.

As might have been expected with a progressive firm like Tillings, the development of the motor vehicle had their early attention, and they were the first of the established Omnibus Companies to adopt the motor bus. In September, 1904, a Milnes-Daimler bus, with a London built body was working in regular service on the "Times" route. Seating capacity was provided for 34 passengers—16 on longitudinal seats inside and 18 on garden seats outside. Solid rubber tyres, acetylene lighting and curtains to the windows were also important features. A few single deck or adapted vehicles had previously made their appearance, but this was the first double-deck motor bus to be built for regular public service, and it set a standard that was but little improved upon for several years. Its success prompted the Company to place an order for 24 similar vehicles.

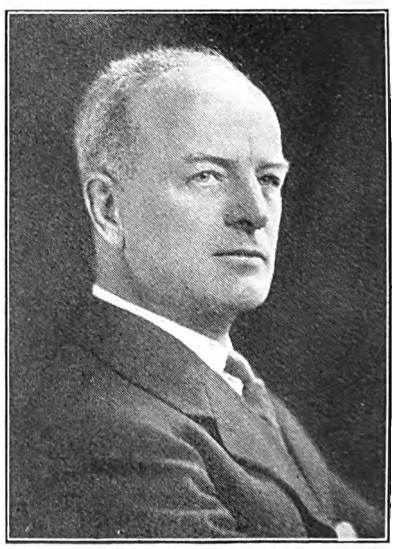
In 1905 a Dennis vehicle was obtained and worked experimentally, whilst an order was also placed for 6 Straker-Squire buses. This was a great year of development for Tillings, and much pioneer work was done. In 1905 6 Panhard-Lavassor Landaulettes were purchased, which gave extremely useful service in the private hire section of the business. Later on Tillings invested in a number of Dennis Landaulettes, and these in turn were replaced by a fleet of Austins. To-day the Company have a large fleet of up-to-date Armstrong-Siddeley Landaulettes, which are much in demand during the season. Messrs. Geo. Vickers, Ltd., were the first people in the Newspaper Distributing trade to run motor vans, which they hired from Tillings in 1911. They are still customers of the Firm for both horses and motors. By 1913 Tillings owned some 300 motor vehicles,

Much useful service was rendered during the War in the transportation of soldiers and sailors and the conveyance of sick men to and from military hospitals or for drives.

The conveyance of passengers and luggage by road for Imperial Airways is still in the hands of this Company. Tillings figure largely in catering for transport for all those functions that take place annually. Apart from Bank Holidays, annual outings and important race meetings such as Epsom and Ascot, there is the Oxford and Cambridge Boat Race, Football Cup Final, Harrow Schoolboys to Aldershot, the Aldershot Tattoo, Stock Exchange Brighton Walk, servants and luggage or equipment to and from London and country or seaside, conveyance of passengers on "Seeing London" or "Seeing Britain" tours, in addition to regular seasonal tours to such places as Hampton Court and Windsor. They also attend to transport requirements at the Guildhall. Last, but not least, there is the Lord Mayor's Show. In connection with this event Tillings have provided transport for over 50 years.

Many important business houses to-day hire their vans on contract from Tillings.

The motor bus fleet at the end of 1906 consisted of 29 Milnes-Daimlers, 6 Straker-Squires and 1 Dennis. 6 Dennis vehicles, with worm-drive axles and Tylor engines were on order. The operation of different types of vehicles proved that several had good points, but there were also many bad features. It was apparent that a more economical and reliable vehicle, simple to drive, would have to be devised. After a number of experiments, a petrol-electric bus was built and placed into service early in 1908. The inventors were Percy Frost-Smith, Engineer and Manager of Tillings Motor Department, Frank Brown, Chairman of David Brown & Sons, Huddersfield, and W. A. Stevens, Managing Director of W. A. Stevens, Ltd., of Maidstone. Officially it was known as the S.B. & S. type, but the men called it "Queenie" because it ran so smoothly and was "well-behaved." An improved type of P.E. vehicle was afterwards marketed under the name of "Hallford-Stevens." After extensive tests in actual service extending over 3 years, Tillings decided to concentrate on the petrol-electric vehicle. A re-modelled vehicle known as the T.T.A.1. type, was built in the Bull Yard workshops, the electrical equipment being made by W. A. Stevens, Ltd. Although the first T.T.A.1. vehicles were built at Bull Yard, the remainder were built at Maidstone by the



MR. J. F. HEATON, PRESENT CHAIRMAN OF THE COMPANY.

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new Company, Tilling Stevens, Ltd., formed when Tillings assumed control of W. A. Stevens, Ltd., in 1912. Tillings association with this Company continued until the end of 1925, when as a matter of general policy they disposed of their interests. It is worthy of note that Tillings actually designed and manufactured vehicles to suit particular requirements.

A sharing arrangement was made with the L.G.O.C. in 1909, and in the years that followed the Companies co-operated in all route changes made in the Tilling area. Here we may say that Tillings old horse bus routes formed the nucleus of many of the best motor services of the present day. In 1913 an Agreement limiting Tillings London bus operations, was made with the L.G.O.C. This was, no doubt, a good agreement at that time, but as the years passed by Tillings found they would have to develop elsewhere, in order to increase their business. Whilst negotiations were being carried on in certain districts, they established a branch business at Folkestone early in 1914. At first much opposition was encountered, but the Folkestone and District Road Car Company flourished, and expansion was rapid after a new Garage had been built at Cheriton. In the middle of 1916 Tillings, in association with the British Automobile Traction Company, formed the East Kent Road Car Company, and the area of operations was thereby increased. Thus started a connection between two Companies which had far-reaching effects. A verbal working arrangement led to Tillings acquiring an interest in the B.A.T. and this in turn led to a merger of all the provincial interests of these Companies, except Brighton. To-day the Tilling and British Automobile Traction Company control over 30 Companies, operating between them several thousand vehicles, and their activities extend to all parts of the country.

1921 saw the introduction of a larger and more powerful type of petrol-electric vehicle, and the T.S.3 A model, carrying 48 passengers was placed into service. Two years later the T.S.7, a modified form with forward steering, was introduced. Both types gave very satisfactory service, but they are now being rapidly replaced by covered-top A.E.C. Regents, embodying all the latest improvements.

Tillings to-day have nearly a thousand vehicles in their London and Brighton businesses, whilst last year 145½ millions of passengers were carried in London alone. This constitutes a record for the Company. To touch on recent events. In 1923 a new Agreement was made with the L.G.O.C. and this enabled Tillings to double their London bus operations. It had been felt for some time that Tillings had not been able to participate in the growth and development of London's traffic, and this, with the subsequent Agreement in 1929, placed matters on a more equitable basis. London's oldest Omnibus concern was thus enabled to take the place it was morally entitled to, in the business of transporting the teeming millions of this great town. The co-ordination of bus and rail interests is one of the most striking features of modern transport. It opens up great possibilities, for economy with efficiency is much better than wasteful competition. Here again Tillings have played no mean part. So far as London is concerned the fate of the transport companies is in the lap of the Gods, but whatever happens here you may be sure that Tillings will develop elsewhere, and the slogan, "Tilling for Transport," will hold a greater significance than it has ever done.

# A.H. and M.O.A. and C.M.U.A.

## Annual Meetings at Manchester.

This being the coming of age year of the Amalgamated Horse and Motor Owners' Association, of Manchester, efforts are being made to persuade one of the founder members to accept the Presidency for this year. Of the eight horse and vehicle owners who, in August, 1910, signed the draft memorandum of the articles of association, only three are alive to-day—Messrs. Isaac Smith, Ellis G. Buckley and William Shaw Bardsley. During the whole of this time, Mr. John S. Howarth has been Secretary of the Association.

The twenty-first annual general meeting of the Association, which was held at Manchester on 28th March, was preceded by the quarterly conference. The General Council reported that the various clauses of the Road Traffic Act had received a good deal of consideration and took up a large amount of time of the Council. In respect to Clause 19 which limits the working hours of motor drivers, it has been decided to send in a Joint Application to the Minister of Transport for an extension of working hours to 14 hours per day inclusive of meal times. The question of axle weights under the Act is one of vital importance especially in regard to four-wheeled vehicles owing to the activity of the police in certain districts. Efforts are being made with a view to getting the maximum weight of vehicle and load of a four-wheeled vehicle increased from 12 to 14 tons.

The position of motor coach owners under the Act will want careful watching and the position, it is thought, will be very complicated owing to the vast amount of information it is intended to ask for on the various forms which will have to be filled up to obtain the necessary licences.

**Lancashire and Cheshire Joint Road Transport Council.** Following on the resolution passed at the last conference recommending that the General Council should withdraw from the Lancashire and Cheshire Joint Road Transport Council, the whole matter has been considered and it was felt that in consequence of the position created by Clause 19 of the Road Traffic Act it would be unwise to give notice of withdrawal as it would possibly prejudice the position of the Association in any negotiations which may have to take place in respect of any application to the Minister of Transport for a variation in respect to the limitation of working hours in Clause 19 of the Act. It was, therefore, decided that the question of withdrawing from the Joint Council be left over.

**Wages.** Since the Arbitration on the reduction in wages, which took place last October, the representatives of the Transport and General Workers' Union have accepted the position without demur.

**Legal Defence.** Thirty-three summonses have been dealt with during the Quarter.

In the annual report of the General Council of the Amalgamated Horse and Motor Owners' Association for the year, it was stated that a great deal of useful work had been done. The Committee regretted the loss to the Association of its President, Mr. Charles Lissett, who had been a member since its inception and of Mr. Joseph Walker, of Radcliffe, Vice-chairman. Twenty-four new members had been enrolled. The present membership is 424. As this is the 21st anniversary of the foundation of the Association, the Council of the Amalgamated Horse and Motor Owners' Association appeals to all members to make the year 1931 a record one in every respect.

**C.M.U.A. (S.E. Lancs.).**—Councillor W. Farnorth and Mr. J. S. Howarth, as Chairman and Secretary respectively of the South East Lancashire Area Committee of the C.M.U.A., reported that four meetings had been held during the year to deal principally with matters arising from the Road Traffic Act. In addition a joint meeting had been held with the General Council of the Amalgamated Horse and Motor Owners' Association when the question of co-ordination or rationalisation of transport was considered. Twenty-four new members had been enrolled during the year. The membership at the end of the year was 258.

Election of Committees:—The following were elected to serve on the committees of the two sections. **Amalgamated Horse and Motor Owners' Association:**—Messrs. J. Bramall, Coun. J. Eastham, G. W. Leggott, S. Kay, J. G. Thompson, I. Smith, S. Berry, T. Raynor, J. Clegg, W. Gee, A. Oldfield, W. R. Butterworth, M. C. Wilson, W. Mitchell, Coun. W. Farnorth, Coun. Kershaw, E. G. Buckley, J. Grindrod, W. H. Knott, with power to co-opt. **Commercial Motor Users' Association:**—Messrs. J. R. Etheridge, J. Jagger, W. Patton, W. Mitchell, J. Grindrod, Coun. W. Farnorth, S. Kay, V. L. Morton, G. W. Leggott, H. Burrill, Coun. Kershaw, H. Jay.

**Institution of Petroleum Technologists.**—There will be a general meeting of the Institution of Petroleum Technologists at the House of the Royal Society of Arts, John Street, Adelphi, London, at 5.30 p.m., on May 12th. The offices of the Institution are at Aldine House, Bedford Street, Strand, London, W.C.2.

**Buy British Holidays.**—The Great Western Railway appeals to all British holiday makers to Buy British Holidays this year and so create employment not only at resorts but in the industrial and manufacturing centres also. A holiday spent at home is a contribution to Britain's prosperity.

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# London Van Horse Parade.

In spite of the great development of motor transport the horse still held his own, and for delivery work in local areas, involving frequent stops, he was unquestionably the more economical. This opinion was expressed by the Lord Mayor of London, Sir W. Phené Neal, at the London Van Horse Parade Society's luncheon held subsequent to the Annual Easter Monday parade of London's van horses held as usual in the Inner Circle, Regent's Park. Despite the motor competition the number of horses entered for the Parade has increased each year since the War. This year no less than 634 horses were exhibited comprising 471 single-horsed turnouts, 80 pair-horsed, and 3 led horses, including among the latter "Jack," the well-known trace horse of Wimbledon Hill. During the past four years this horse has journeyed 17,000 times up and down the hill, a distance of 1¼ miles each way.

The owner driven class was again well represented. The number of entries show a steady increase year by year, due no doubt to the fact that small trades people realise that all exhibits are judged on their own merits, and that they have an equal chance with the exhibits of the larger London firms. Prominent again in this section was Mr. Arthur Green (Carrier), of 29, Felsham Road, Putney, who again received 3 firsts, making a total of over 80 prizes in six years in various shows. Thirty-one certificates of merit were awarded to foremen who had nominated four turnouts each of which must receive first-class awards. Prominent among these was Mr. Walter Watts, of the Metropolitan Railway. He is 67 years of age, and has been connected with horses for 59 years, 15 of which have been as stable foreman to the Company. Although over the retiring age he is still retained owing to his exceptional knowledge of horses.

Among the drivers with long service records was A. Clayton, of Messrs. Nickolls & Baker, Ltd., with 45 years service. C. H. Burden, of W. H. Smith & Son, Ltd., who has appeared at every parade held by the Society since its inception, has secured a first on each occasion —a total of 23 in all. As usual the carrying trades were well represented, these included:—Carter, Paterson & Co., Ltd.; A. F. Arney; James Beasley; George Ell; John Finch; Ford, Ltd.; N. Francis & Co.; A. E. Gains & Sons; Arthur Green & Co.; T. S. Harman; Herd & Gerner, Ltd.; G. Hooper; L.N.E.R.; Metropolitan Railway; J. Phillips; Pickfords & Hays Wharf & Cartage Co.; A. Plumb; Thos. Tilling, Ltd.; C. A. Wells; W. Wells, etc.; whilst on the retail distributing side the Army & Navy Co-operative Stores, Ltd., and Selfridge & Co., Ltd., were represented with 20 and 12 entries respectively.

As an Easter Monday event the Parade is always popular. In spite of the dull weather many thousands of the public witnessed the judging and parade of prize winners.

Before being judged each horse must pass a severe veterinary inspection. This was carried out by the following:—Messrs. W. F. Anderson, M.R.C.V.S.; C. Cunningham, M.R.C.V.S.; W. J. Hatton, M.R.C.V.S.; R. C. Irving, F.R.C.V.S.; Major-Gen. Sir John Moore, K.C.M.G., C.B., F.R.C.V.S.; and Capt. W. K. Townson, M.R.C.V.S. The judging was carried out by the following gentlemen:—Lord Daresbury, C.V.O.; Major Sir William Acland, Bart.; Mr. James Ellis; Sir George Hastings; Mr. Percy Hamilton Hughes, J.P.; Lieut.-Col. Percy Laurie, C.M.G., D.S.O.; Mr. F. J. Rawle; Mr. Henry Tilling; Major-Gen. Geoffrey H. A. White, C.B., C.M.G., D.S.O.; and Major C. B. Toms.

Major James Paterson, M.C., acted as referee whilst Mr. Egerton Hensley acted as judge of merit certificates for foremen.

The Lord Mayor of London and the Lady Mayoress, who were accompanied by Alderman and Sheriff M. H. Jenks and Mrs. Jenks, awarded the Society's prizes and N.S.P.C.A. merit badges to the successful drivers at the march past held immediately after the Parade.

Since its inauguration in 1904 the Society has awarded approximately £8,000 in prize money. This year no less than £650 was awarded. Since its inauguration the Society has done much to improve the general improvement and condition of London's van horses, and to encourage those in charge of the animals to an intelligent and humane interest in their charges. Each year shows a marked improvement in the condition of the animals. Lord Daresbury, Chairman of the Society, said that this year the quality of the turnouts had reached a very high standard.

# Obituary.

THE LATE MR. W. J. PARSONS.

### W. J. Parsons.

We regret to record the death of Mr. William James Parsons, a Director of the Atlas Express Co., Ltd., which took place after a short illness on February 25th. It was known to his friends that Mr. Parsons had not been in his usual good health for nearly two years but his death was quite unexpected. The funeral took place from his residence, 48, Mid Stocket Road, Aberdeen, to Springbank Cemetery, on February 28th. Mr. Parsons was very popular with his employees and had made a host of friends for himself in Aberdeen. This was testified by the many wreaths that were sent and the large number of mourners who were present to show their respect for him. Mr. Parsons had been connected with the Atlas Express Company, Ltd., for many years, he served in Glasgow until 24 years ago when he came north as Manager to open the local branch of the business. Beginning in a small way, with one horse and van, the business gradually increased until it is now a flourishing concern. An enthusiastic Church worker, he was connected with St. Mark's Episcopal Church since it was dedicated in 1908. As a harrier, he had gained many prizes in his younger days, one prize being a handsome silver rose bowl. During the War Mr. Parsons entered the service of the Special Constabulary in Aberdeen and had been connected with the force until his death. He is survived by Mrs. Parsons and a family of two daughters.

* * * *

### Willis Holt.

We regret to record the death, on March 20th, at the age of 62, of Mr. Willis Holt, who had been Traffic Manager of the Metropolitan Railway since January, 1909. Mr. Holt began his railway career in the booking office of the Great Western Railway at Chirk, in 1883, and was transferred, in 1888, to the office of the Divisional Superintendent at Paddington, subsequently becoming London District Relief Stationmaster, then Stationmaster at Marlow, and, in 1893, Assistant Stationmaster at Paddington. In 1907 he became Station Superintendent at Perth General Station, removing to the Metropolitan Railway two years later. Mr. Holt was very popular with all grades, and took a keen interest in the welfare of the staff and of the Metropolitan Railway Athletic Association, of which he was Chairman. In 1927 he was Chairman of the Superintendents' Conference, and on the death of Mr. R. H. Selbie, he became a member of the General Management Committee, which was then set up.

* * * *

### André Michelin.

We regret to record the death of M. André Michelin, Director of the Société Michelin et Cie, and the Michelin Tyre Company, Limited, which took place at his house, 43, Rue Ampère on April 4th at the age of 78.

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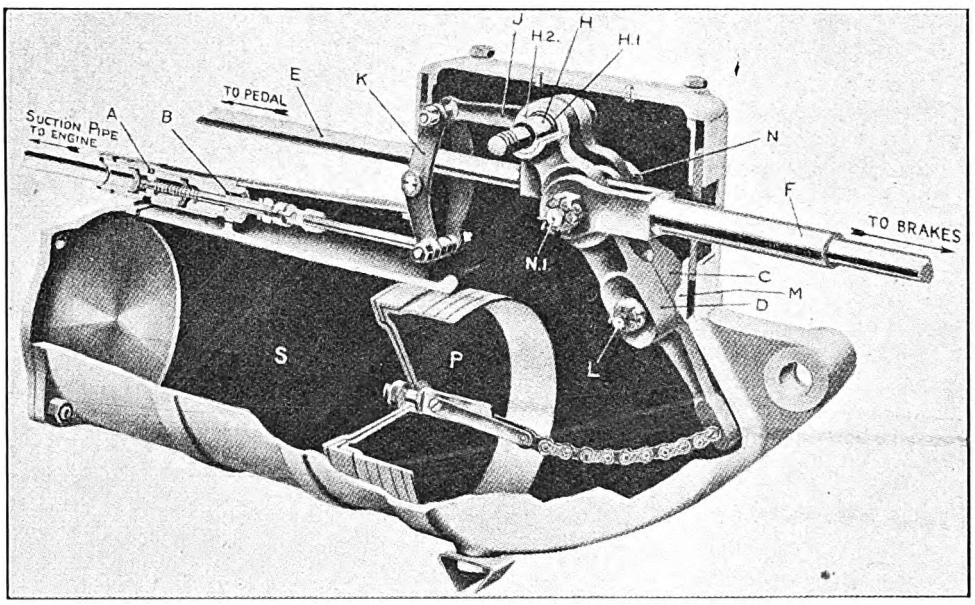
# Speciality Brakes.

## Their Details explained and Maintenance described.

An increasing number of industrial vehicles and passenger service vehicles are being fitted with either independent power brakes or with servo-assisted foot or hand brakes. The following notes will deal briefly with the points of the leading types. The list includes three vacuum servo brakes, viz., the Dewandre (Clayton-Dewandre, in Gt. Britain), the Westinghouse, and the Marelli. In the independent or self-contained power category of brakes the leading makes are the Lockheed (hydraulic) and the Westinghouse (pneumatic) brakes. There are besides some varieties of the momentum-servo type, but these will not be included in this series.




SECTION OF THE CLAYTON-DEWANDRE VACUUM-SERVO VEHICLE BRAKE UNIT.

### "Servo" v. "Self-energising."

The term "servo" is applied to braking systems in which some external power is added to the initial impulse given by the driver. For instance, some brakes are applied by vacuum or pressure obtained from the engine. In others, some revolving part of the mechanism is utilised, and its momentum transformed into a progressive braking action. The Dewandre and Westinghouse (vacuum type) are examples of the vacuum or negative-assisted pressure operated brake. The Westinghouse air pressure brake in one of its two forms is an example of the positive pressure power-applied brake operated by explosion pressure from the cylinders of the engine. In the other form it has a power driven external compressor. The Lockheed is not a servo brake.

The term "self-energising" refers to that type where the friction of the brake itself increases the force exerted by the driver to apply it, e.g., that class of brake, like the Perrot-Bendix, where the shoes are hinged together in such a way that the hinge can float, and also to brakes in which a modified form of flexible internal band is employed, by means of which the brake develops power from the friction between shoes and drum, e.g., the Rolls, Sunbeam, etc., cars.

## (1) The Clayton-Dewandre Vacuum-Servo Brake.

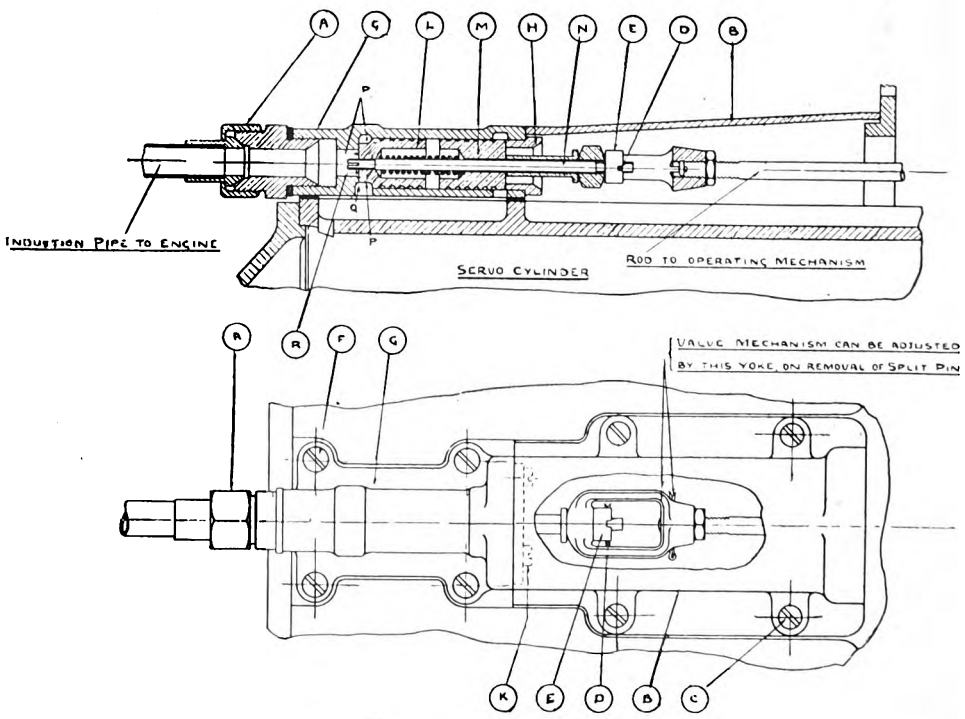
### How it Functions.

Referring to the section picture (Fig. 1), when the brake pedal is depressed a pull is exerted on rod E, and causes lever G to be pulled forward (to the extent of the clearance at H1). This pushes on the rod J and opens (through the rocking lever K) the valve A, which puts the suction cylinder S into communication with the suction pipe of the engine.

The suction, acting on the piston P exerts a pull on the lower end of lever G, which, using N as its fulcrum point, carries with it the lever D and augments (or supplements) the pull on rod F in the ratio of 4-5 on the part of the servo to one applied by the driver.

When the fulcrum point N becomes stationary (that is, when no further movement of the brake pedal takes place) the pull of the piston causes the lever G to turn on this fulcrum and releases the push on the rod J until the valve A closes and arrests any increase of the pull of the piston.

Any further forward movement of the pedal (carrying the fulcrum N with it) will immediately re-open the valve and so produce the corresponding pull of the piston until the point N again becomes stationary. When, however, the pressure on the brake pedal is released or relaxed the top end of the lever G is carried back by the pull of the piston to the extent of the clearance H2, this time exerting a pull on the rod J and opening the atmospheric valve B, which releases the suction in the cylinder.




SECTION THROUGH VALVE MECHANISM.

### Maintenance Hints.

In the event of trouble or sluggish functioning of the brake the following tests should be made:—

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First, check over all the brake mechanism, i.e., the linkage, cranks and pivots, to discover if (a) there is any undue stiffness; (b) if the faces of the brake shoes are free from oil and do not need renewing; (c) if all the cranks and levers have the correct angular relations so that they can function correctly, and (d) if the "pull off" springs have not lost tension. Examination of these at the outset will often give an inkling to cause of sluggishness in operation.

Second, apply the following tests to the servo unit:—(a) Depress the brake pedal bar with the engine *stopped*; (b) On starting the engine there should be a further pull on the pedal caused by the servo's action; (c) While the engine is running, if the brake pedal be depressed hard and the throttle opened, there should be a kick back on the pedal, caused by the destruction of the vacuum pull on the servo, and (d) While the engine is running, if the brake pedal be depressed, it (the engine) should accelerate slightly, but settle down at once: if it continues to run faster, it is a sign of an *air leak*.

**Sources of Air Leak or Vacuum Failure.**

There are three possible sources of air leak:—(a) dirt in the distributor, which interferes with the functioning of the valves (this is often caused by carbon deposit from the engine if or when requiring to be decarbonised); (b) a leak past the vacuum piston, and (c) an air leak in the vacuum pipe between the engine and the servo. For reason (a) the use of solvent carbon remover or use of blow-pipe to burn out the carbon (without removing the cylinder head) is not to be recommended.

The following hints cover the chief points for normal maintenance. Fuller details will be found in the Dewandre Servo Manual. (a) The brake pedal rod should be so adjusted for length that when the pedal is in the "off" position the levers in the servo are against the stop. The brake pedal and rod must be perfectly free, both in the interests of the driver's foot pressure and to facilitate the release action. Pull off springs should be fitted to the brake gear *behind* the servo and *not* on the pedal; (b) There should be no tampering with the rod connecting the rocking levers and distributor of the servo; (c) The vacuum pipe washers and connections must be air tight; (d) If the servo unit has to be removed from the chassis, care should be taken not to strain it when bolting it to the chassis, and the rear coupling up should be made first; (e) When setting the valves (this will not be necessary if care be taken when dismantling the valves for cleaning not to alter the length of the rod between the levers and distributor), see that the rocking movement (viz., the enlarged hole in the reaction lever) has equal clearance on each side of the spindle when both valves are closed. Any necessary adjustment can be effected by lengthening or shortening the yoke rod between the levers and the distributor; (f) The brass coil spring in the cylinder should maintain the pressure on the cup leather of the piston against the walls, and the cylinder should be kept free from grit; (g) The rear end of the servo cylinder should be kept about a third filled only with a light grade of commercial *castor oil* (not mineral oil). This should be changed once a month. A drain plug is provided for the purpose. The breather, or air release cap, at the top of the casing should be kept clean and open. The oil cup for the servo should be refilled after about every 500 miles of service.

Referring to composite Fig. 2, following is the order of the operations for removing the servo valves:—(a) unscrew nut A to disconnect valves from the induction pipe; (b) withdraw set screw C and remove dust cover B, then remove split pin D and nut E; (c) withdraw the four set screws F and lift the valve body G from the cylinder; (d) remove the two set screws K and remove the valve and cover H. The two valves L and M can then be lifted out of the line by rod N.

Cleaning or decarbonising the valves is effected as follows: Having removed valve L, clean the carbon from points such as P, and carefully remove all deposit from the ports in the valve body; then give the valve at R a few turns on its seat and note that it seats properly. Then smear it with graphite to re-fit. A paste metal polish only (no abrasive) should be used for seating the valves. When reassembling the distributor leave a slight clearance between the two valves and the operating lever or yoke, to ensure that both valves will be on their seat.

Our next article will feature **The Westinghouse Vacuum-Servo Brake.**

# In Parliament.

**First-Aid Outfits for Motor Coaches?**—Asked whether he would consider compelling proprietors of motor coaches to have first-aid outfits carried on their vehicles? **The Minister of Transport** (Mr. Herbert Morrison) said he had the point under consideration in connection with the further Regulations which would shortly be made dealing with the use and equipment of public service vehicles.

**Weighing Road Vehicles.—Mr. Arthur Michael Samuel** asked the Minister of Transport what steps were being taken by his Department and/or by the local authorities to make effective the existing regulations designed to prevent the overloading of motor and steam-driven vehicles using public roads? **The Minister of Transport** (Mr. Herbert Morrison), replying, said that in a circular letter he had sent to highway authorities it was pointed out that grants from the Road Fund were now available towards the expenses incurred by them in erecting machines for weighing vehicles or in securing the use of such machines belonging to any other authority or person, and the hope was expressed that this provision would encourage and assist highway authorities in the exercise of their powers under Section 27 of the Road Traffic Act, 1930, with regard to the weighing of vehicles.

**Agricultural Vehicles.—Lieut.-Colonel Heneage** asked the Minister of Transport if he would specify the classes of vehicles concerned in the instructions he had issued that certain classes of agricultural vehicles were to be shod with rubber when being used on roads? **Mr. Herbert Morrison,** replying, said he had made no regulations requiring agricultural vehicles, as such, to be equipped with rubber tyres. The Motor Vehicles (Construction and Use) Regulations, 1931, required locomotives and trailers generally to be so equipped as from January 1st, 1933, but in the interests of agriculture exemption had been made in respect of land locomotives and land tractors which were defined as locomotives and tractors designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging and similar operations which were driven on a road only when proceeding to and from the site of such operations, and which, when so driven, hauled nothing other than land implements and (in the case of land tractors) agricultural trailers.

**Traffic Regulations in Oxford Street.—Sir R. Gower** asked the Minister of Transport whether he was aware that the traffic congestion in Oxford Street, London, was materially contributed to by the number of half-empty omnibuses which traversed the street; and whether he would consider the advisability of exploring other methods of traffic control before restricting the use of horse transport in Oxford Street? **Mr. Herbert Morrison** said it had not been found practicable under existing conditions to make any substantial reduction in the number of omnibuses in Oxford Street. The London Traffic Advisory Committee carefully considered in all its aspects that traffic problem presented by that street before advising him to make the Regulations of which notice had been given, and he did not think that any useful purpose would be served by reviewing the problem afresh.

**Taxation of Heavy Motor Vehicles. — Mr. Granville** asked the Chancellor of the Exchequer whether, in view of the pressure of the present system of taxation on owners of omnibuses and other heavy motor vehicles he would consider altering the rates at present in force? **Mr. Pethick-Lawrence,** replying, said that due account would be taken of all relevant considerations in the preparation of the Budget.

**Motor Omnibuses.—Major Colfox** (for Major Edmondson) asked the Minister of Transport whether he was aware that anxiety existed among certain public conveyance proprietors, particularly in rural areas, with regard to the new regulations in connection with the design and construction of motor omnibuses; and would he take steps to ensure that the regulations were applied in such a manner as to entail the least possible hardship upon the small owner? **Mr. Thurtle,** who replied for Mr. Morrison, said that the Minister of Transport had already amended the original regulations with a view to meeting the case of owners of existing vehicles in certain particulars, but he was bound to retain requirements, which he considered essential in the interests of public safety. He might add that the requirements generally were based on recommendations of the Departmental Committee on the licensing and regulation of public service vehicles which reported in 1925, and it had long been known both to manufacturers and to operators that requirements of this nature would be imposed as soon as the legislation necessary to enforce them was passed.

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# Round the Lancashire Associations.

**Liverpool C.M.U.A.**—Mr. J. T. Mount presided at the first meeting of the general committee of the C.M.U.A. (Liverpool Area) since the annual meeting. The following officers were elected:—Chairman, Mr. A. C. Bloomer (Jas. Crosfield and Sons, Ltd.); vice-chairman, Mr. J. T. Mount (Thos. Wilson); hon. treasurer, Mr. F. G. Birch (Tate and Lyle, Ltd.). The following sub-committees were appointed:—Emergency Committee.—Messrs. A. C. Bloomer, F. G. Birch, P. McGetrick, J. T. Mount, R. W. G. Barnett, J. F. Supplies, D. E. Watson, T. Lawrenson, A. E. Masheder, R. Walker. Rates Committee.—Messrs. A. C. Bloomer, R. W. G. Barnett, J. T. Mount, T. Lawrenson, J. F. Supplies, F. G. Birch, P. McGetrick. Traffic and Motor Parade Committee.—All Members of General Committee. Divisional and National Council Representatives.—Messrs. A. C. Bloomer, R. W. G. Barnett, Col. B. Fairclough, J.P., Thomas Lawrenson. Representative on Chamber of Commerce.—Mr. R. W. G. Barnett.

**Manchester Traffic Club.**—This club, of which Mr. Auty, 8, Chapel Road, Swinton, Manchester, is secretary, is the newest of the local transport organisations, having been formed for the dissemination of knowledge on transport matters. At a recent meeting, Mr. S. L. Jude, secretary of the Liverpool Shipping and Forwarding Agents' Association, gave an address to members on shipping and forwarding conditions in the port of Liverpool.

**Liverpool Traffic Club.**—Members of this club, together with a number of representative members of the transport industry, on Monday, 23rd March, were escorted by Mr. Hewitt, one of the principal engineers of the Mersey Tunnel, through the tunnel workings, and were agreeably surprised at the great progress made towards the completion of the contracts. It was a particularly interesting excursion, especially as the tunnel can now be seen in something like its final form.

**Amalgamated Horse and Motor Owners' Association.**—The Amalgamated Horse and Motor Owners' Association, Manchester, of which Mr. J. S. Howarth is secretary, has just attained its coming of age which was duly celebrated at the annual dinner of the Association held on Saturday, March 28th, at the Victoria Hotel, Deansgate, Manchester. The quarterly conference of members of the A.H.M.O.A. and the C.M.U.A. (South-East Lancashire area) joint organisation, was followed by the 21st annual meeting of the former association and the proceedings finished up with a dinner.

**Institute of Transport.**—The next meeting of the Manchester, Liverpool and District Section of the Institute of Transport promises to be a particularly interesting one. The speaker will be Mr. Harry Gaunt, managing director of the Liverpool Warehousing Company, who will speak on the necessity for warehouses in connection with transport. The meeting will be held on Friday, April 24th, at the Adelphi Hotel, Liverpool. Mr. Thomas Abbott, a past chairman of the Manchester, Liverpool and District Section of the Institute of Transport, addressed the members at the March meeting, which was held in Manchester, on "Canals and Inland Waterways." One suggestion he made was that a scheme of improvement of canals and inland waterways would serve the double purpose of increasing transport facilities and provide work for the unemployed. There now appeared to be a possibility that canal transport would be an effective weapon to prevent an increase in transport charges by rail. It seemed strange that in Manchester business firms had in the past left the banks of the waterways and trekked up hill into the centre of the city and beyond, and there erected colossal shipping and packing warehouses, incidentally increasing cost of transport and adding further congestion to the traffic in the street. When one could load on the water and discharge on the water, there was nothing so cheap.

**A.H. & M.O.A. Motor Coach Section.**—The operation of the Road Traffic Act or rather that section of it that specifically applies to motor coaches plying for hire, is certain to result in more stabilised conditions, since under the terms of the licences owners who have adopted excursion fares, must adhere to them for the season. We have received the schedules which have been compiled by the Amalgamated Horse and Motor Owners' Association and the C.M.U.A. (South-East Lancashire area), joint organisation, being a list of excursions and tours with return fares for the year 1931. The Oldham list comprises 19 tours in the North Western traffic area, the highest fare being to Llandudno, 12s. 6d. day return and 16s. 6d. long date return; the only tour in the North Western and Northern traffic areas is that to Windermere, 12s. return; North Western and Yorkshire traffic areas, seven tours, the principal one, Scarborough, 12s. day return and 18s. long date return; North Western Yorkshire and East Midland traffic areas, one tour, Dukeries, 10s. 6d. day return; North Western and East Midland traffic area, three tours; North Western and West Midland traffic areas, four tours; North Western, West Midland, Southern and Metropolitan traffic areas, one tour, London, special event excursions 20s. Four schedules have been drawn up for Rochdale, there being 22 tours in the North Western traffic area, fares being compiled at rates which seem uniform with those of Oldham. In the North Western and Northern traffic areas, three tours are mentioned; North Western, Northern and Southern (Scotland) traffic areas, one tour; North Western, Yorkshire and Northern traffic areas, two tours; North Western and Yorkshire traffic areas, 15 tours; North Western Yorkshire and East Midland traffic areas, four tours; North Western and East Midland traffic areas, three tours; North Western and West Midland traffic areas, four tours; North Western, West Midland and South Wales traffic areas, one tour. Altogether there are ten fare lists for Rochdale. Concerning the Bury area which has seven lists of fares classified according to areas, 28 tours are scheduled in the North Western area only and 16 in the North Western and Yorkshire traffic areas, fares being tabulated according to whether the journey is started from (a) Bury; (b) Ramsbottom; and (c) Haslingden, Rawtenstall and Waterfoot. Ashton-under-Lyne list is a comparatively short one, 17 of the 27 tours being within the North Western traffic area only.

**Manchester Transport Owners' Association.**—The motor coach section of the Manchester Transport Owners' Association and the Commercial Motor Users' Association (Manchester area), joint organisation, has been devoting the whole of its attention during the last few weeks to evolving an efficient organisation for the conduct of the business during the ensuing season. With the exception of two or three, all the motor coach owners in Manchester and Salford are members of the association and their efforts have been closely co-ordinated with a view to them individually carrying out their season's plans with the fullest efficiency. Modest amendments have been made in the list of booking offices and this is now before the local authority. The applications for the licences required by the local operators have already been submitted to the Traffic Commissioner, and are due to be heard towards the end of the current month. A list of fares has been drawn up and day excursion prices are detailed in respect of close on 50 destinations. The principal rates for ordinary week days (excluding holidays and Saturdays) are:—Beeston Castle and Tarporley, 4s.; Blackpool, 5s.; Buxton (direct), 4s.; Chester, 5s.; Llangollen (direct), 8s.; Llandudno, 11s. 6d.; Morecambe (direct), 6s.; Rhyl, 9s.; Southport, 5s.; Matlock (direct), 7s. 6d.; Harrogate, 9s.; Ilkley (direct), 10s.; York, 9s.; Windermere, 10s. 6d.

## Tyres in the Making.

The evolution of the motor tyre from the raw rubber blocks which arrive at the factory to the finished tyre is interestingly described in a booklet published by the Dunlop Rubber Company. Each of the main operations is illustrated by photographs and explained in non-technical language. It is stated that the total rubber mixing capacity at Fort Dunlop exceeds two million pounds a week. In order to make absolutely certain that the inner tube rubber is entirely free from grit, it is forced through a fine metal mesh filter with 2,500 orifices per square inch. A patent system of joining tubes without a seam is described, and motorists will learn how the familiar three stud tread is made. Copies of the booklet may be obtained from the General Service Manager, Fort Dunlop.

## Electric Railways.

Mr. Herbert Morrison, Minister of Transport, in a recent speech, said that the Ministry had received a very important report the publication of which was under consideration. "You must remember," he said, "there was appointed soon after I went to the Ministry of Transport, with the authority of the Prime Minister, a Committee on the electrification of the railways. The report of the Committee has now been received by me on behalf of the Government, and it will raise very important issues on transport policy. I cannot tell you what the report contains—much as you would like to know—but it raises very big issues of policy.

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# Motor Coach and Bus Notes.

**"Regals" for East Anglian Service.**—Messrs. Bush & Twiddy, the well-known operators of passenger services between Norwich and London, lately ordered another three A.E.C. "Regal" chassis to meet the expansion of their traffic. The Company was established in the latter half of last century, and at one time owned sixty horse drawn waggonettes. They have available for pleasure purposes no less than 52 itineraries of day and half day tours around Norwich. They are perhaps unique in that they have never employed solid tyred motor vehicles for passenger carrying. All-the-year-round long-distance services were started last Whitsuntide and operate twice daily, each way, during the winter and four times a day during the summer. At the latter period Gt. Yarmouth is also added to the time-table. Last summer Bush & Twiddy services attracted so many passengers that on some days eight coaches were employed on the route. The record was achieved one Saturday when the Company succeeded in transporting no fewer than 900 people each way between London and East Anglian towns. The mid-week passengers now number as many in the winter as in the summer months. The number of vehicles employed for operating the route are two A.E.C. 95 h.p. "Regal" chassis fitted with thirty-seater sunshine saloon bodies.

THE LONDON BOUND COACH PICKING UP PASSENGERS AT ONE OF THE NORWICH CALLING POINTS.

**Bus Service Purchased.**—The Watch Committee of the Chorley Corporation has received letters from The Yarrow Motor Co., Ltd., and Messrs. M. Ellison and Sons respectively, intimating that the bus services until recently operated by the latter firm had been purchased by The Yarrow Motor Co., Ltd.

**Buses or Trams?**—The Watch Committee of the Tynemouth Corporation has referred a letter received from the Tynemouth Traction Co., with regard to the substitution of buses in lieu of trams, to a Sub-Committee for consideration and has authorised the chairman and town clerk to arrange for a further conference with representatives of the Whitley and Monkseaton U.D.C. to consider the reports of the borough surveyor and the surveyor of the Whitley and Monkseaton U.D.C. with regard to the re-instatement of the tramway tracks.

**London-Bexhill-Hastings Service.**—At the Highways Committee of the Bexhill Corporation, a letter was received from the United Service Transport Co., Ltd., stating its intention to apply for road service licences to operate a London-Bexhill-Hastings service through Battle, Catsfield, Ninfield and Bexhill into Hastings, using the latter point as a base, and asking the Council to define the place in the borough which would be officially approved for the purpose of picking up and setting down passengers. The Committee recommends that the company be informed that without prejudice to the Council's right of submitting representations on any application which may come before the commissioners, the Council is of the opinion that the appropriate stopping place should be the Town Hall Square.

**Proposed London Transport Board.**—The L.C.C. has adopted a report of the Finance Committee in regard to the proposed London Transport Board in which the view was expressed that the proposed terms were without precedent and so far as the municipal tramways were concerned, inequitable and called for the strongest opposition. The voting was 64 against the proposed Transport Board and 34 in favour, those in favour being the Labour members of the council. Mr. Morrison, the Transport Minister, who is an alderman of the council, was not present.

**Coaching Interests Amalgamate.**—We are officially informed that, as from April 1st last, the interests of the London Terminal Station and Coach Travels, Ltd., of Clapham Road, S.W., have been amalgamated with those of the Central London Coaching Station, of Cartwright Gardens, W.C.1. Mr. E. F. Lyne, managing director of the Central London (Road Transport) Station, Ltd., will be managing director of both companies. Mr. Lyne, to whose initiative this amalgamation is due, was, it will be remembered, the originator of the covered-in coaching station when he established the Central London Station in the spring of 1928.

**Coach Owners' Bright Idea.**—The Merseyside Touring Co., Ltd., of 30, Islington, Liverpool, which operates a fleet of about 60 motor buses and 30 motor coaches, are this season issuing an attractive handbook, "The Silent Courier." The places of interest indicated on a map will be numbered in respect of each town, and the happy idea has suggested itself of displaying in the coaches the number relating to the town or district through which the coach is passing, thus enabling passengers to refer to the letterpress description contained in the "Courier." The company has worked out details of 57 day tours as part of this season's programme. Thirty motor coaches, fully loaded, were sent to the Grand National on 27th March, the fare being 23/6d. per passenger, including luncheon and tea.

**Old-Established Firm Fight for Licences.**—A protest against monopoly in public passenger transport services was made at the Ministry of Transport inquiry at Bangor, arising from the appeal of Messrs. James Pearson and Son, motor coach proprietors, of Liverpool, against the refusal of the Caernarvon and Bangor Corporations to grant them licences for a through service between Liverpool, Bangor and Caernarvon. Messrs. Pearson have been engaged in passenger transport for the last 60 years and they secured 3,000 signatures to a petition in support of their application, which was opposed on the ground that the route was adequately served by the services of Crosville (Chester), Maxways (Birkenhead), and two Bethesda companies. On behalf of the Crosville Company, which holds 43 licences in Caernarvon and 49 in Bangor, it was stated that it was doubtful whether the existing companies could make the Liverpool service pay.

**Lancaster-Morecambe Joint Services.**—Lancaster Corporation Omnibus Committee, along with a sub-committee of the Morecambe and Heysham Corporation, has considered the question of bus routes in the event of arrangements being made for inter-running. It has been decided to take preliminary steps with a view to the operation of Corporation omnibus services along a number of routes. The sub-committee is to meet representatives of the L.M.S. and the Ribble Motor Services, Ltd., to discuss the question of co-ordinated transport.

**Trolley Vehicles Next Year.**—The South Lancashire Power and Transport Company, whose headquarters are at Atherton, expect to convert the section of their tramway system between Leigh and Atherton to the trolley vehicle system some time in 1932.

**New Joint Service Proposed.**—Consideration is being given by Ribble Motor Services and the Bolton Corporation to the merging of the Egerton and Tonge Moor services, to provide a joint service with one time-table and return tickets inter-available.

**Licences Granted.**

The General Purposes Committee of the Eston U.D.C. has granted the application of the Tees-side Railless Traction Board for permission to run buses between Normanby and Queen's Square, Middlesbrough, via the New Trunk Road and North Ormesby.

The General Purposes Committee of the Lowestoft Corporation has granted an application from Messrs. Sid. Page, Ltd., of Gorleston, for licences for seven 26-seater Thornycroft coaches to ply for hire on services between Great Yarmouth and London.

The Watch Committee of the Sheffield Corporation has granted licences to the Yorkshire Traction Co., Ltd., of Barnsley, for a service to Bridlington and Scarborough.

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# Public Service Vehicles.

## Conditions of Fitness.

Since we published in our March issue details of the Public Service Vehicles (Conditions of Fitness) Regulations, 1931, the Minister of Transport has issued The Public Service Vehicles (Conditions of Fitness) Provisional Regulations, 1931.

Briefly, the variations from the original Order are as follow:—

The following will not now apply to vehicles registered before January 1st, 1932.

**Steering.** The ball and socket joints of steering connections when such are used, shall not be pendant.

**Hub Projection.** No portion of any road wheel or any fittings thereof shall project more than 3½ inches beyond the extreme outer face of the tyre.

**Transmission Shafts.** Where open or exposed transmission shafts having an unsupported length of more than 2 ft. are fitted a bar or bars having an eye or bridle to surround such shafts shall be fitted in such manner as to reduce the risk of damage being caused to other parts of the vehicle in the event of the transmission shaft breaking.

**Entrances and Exits.** Direct access to the driver's seat from the offside shall be provided when there are seats for passengers on his left side. A vehicle with a seating capacity for not more than 14 passengers if it has one means of entrance and exit in rear of the rear wheels will be deemed to comply with the regulation calling for two means of entrance and exit.

**Gangways.** In the case of a single-decked vehicle without a permanent top when extended or raised, the height of the hood from the floor shall be not less than 5 feet at the centre line of the vehicle, except over the driver's seat.

**Seats.** The backs of all seats shall be so closed or otherwise constructed as to prevent, as far as possible, the pockets of passengers being picked.

**The following will not now come into force until April 1st, 1932** (see page 241, March issue, The World's Carriers, under heading "The following Regulations will come into Force on January 1st, 1932):—Guard Rails; Fuel Tanks, etc.; Steps, Platforms and Stairs; Ventilation.

In addition the operation of the regulation that the width of every gangway shall be not less than 12 inches up to a height of 2 ft. 6 ins. from the floor level and above that height not less than 14 ins., is postponed to April 1st, 1932.

Laden Weight.

This regulation has been altered. In the case of a four-wheeler the sum of the weights transmitted to the road surface by all the wheels shall not exceed 10 tons in the case of a double-decker or 9 tons in the case of a single-decker; and the weight so transmitted by any two wheels of the vehicle in line transversely shall not exceed 6⅔ *tons in the case of a double-decker or* 6 *tons in the case of a single-decker.*

**Stability.** (See page 240, March issue of The World's Carriers). This regulation will not now apply in the case of a vehicle registered under the Roads Act, 1920, on or before July 1st, 1931.

# Road Traffic Act, 1930.

## Public Service Vehicles.

On March 31st, the Minister of Transport made the Public Service Vehicles (Licences and Certificates) (Amendment) Provisional Regulations, 1931, which amend in certain particulars the Regulations made on the 9th February, as to the procedure on applications for licences and certificates in respect of public service vehicles and road services.

The amendments are as follows:—

(1) A new Regulation is added to deal with the question of the public service vehicle licence in the case of a vehicle hired by one operator from another. The Minister's attention was drawn to difficulties which might arise in this respect, and his intention to deal with this point by way of amendment to the Regulations was announced on the 3rd March.

(2) Provision is made for a fee of £5 for the approval of a type vehicle the chassis and body of which conform to a chassis and a body which have each formed part of different vehicles already approved as type vehicles.

(3) Verbal amendments are made in the prescribed forms for declarations and certificates of conformity to a type vehicle.

# Public Service Vehicles.

## Drivers' and Conductors' Licences.

Provisional Regulations have been made by the Minister of Transport dealing with Public Service Vehicle Drivers' and Conductors' Licences.

The Regulations do not apply to the City of London and the Metropolitan Police District, and men living in this special area must apply to Scotland Yard for temporary licences.

Every application for a licence must be made to the Traffic Commissioners on a form to be obtained from them on demand and must be signed by the person requiring the licence.

The Commissioners may require the applicant to provide: (i) evidence that he fulfils the requirements of the Act as to age; (ii) evidence that he can read and write; (iii) a certificate from his present or last employer or a sufficient reason for failure to supply such a certificate; (iv) a certificate of character signed by two householders or ratepayers who have known the applicant personally for the past three years; (v) in the case of an applicant for a licence to drive:—(*a*) evidence that he is the holder of a licence to drive granted under Part I of the Act which shall be produced for examination by the Commissioners if required; (*b*) a medical certificate that he is not suffering from any disease or physical disability likely to interfere with the efficient discharge of his duties as a driver or to cause the driving by him of a public service vehicle to be a source of danger to the public; and (*c*) facilities for a practical test of his ability to drive a public service vehicle or any specified type or types of such vehicles; and (vi) in the case of an applicant for a licence to act as conductor, a medical certificate that he is not suffering from any disease or physical disability likely to interfere with the efficient discharge of his duties as a conductor or to be prejudicial to the health or comfort of passengers.

The requirements of paragraphs (ii), (iii), (iv), (v) and (vi) shall not, unless the Commissioners otherwise determine, apply in the case of any person who at the time of his application is duly licensed under any Act or bye-law to drive or act as conductor as the case may be of a public service vehicle.

The fee for a licence will be 1s. and immediately upon its receipt the licensee must sign it with his ordinary signature.

Changes of address must be notified to the Commissioners by whom the licence was granted within seven days of such change, and the licence must be sent to the Commissioners for endorsement with the new address.

The licensee must inform the Commissioners of the name and address of every person by whom he is employed within seven days of becoming so employed.

On being required to do so by any police constable, public service vehicle examiner or by any person authorised by the Commissioners a licensee shall produce his licence for examination or shall state the address at which the licence will be available for examination.

If a licence has been lost, destroyed or defaced, the Commissioners must be notified, who, if satisfied, will on payment of 1s., issue a duplicate.

In the event of the suspension or revocation of a licence the licensee must within five days after a notice to that effect has been delivered to him, send the licence to the Commissioners for retention during suspension or for cancellation, as the case may be.

On the issue of a licence to an applicant the Commissioners will, unless the licensee is already in possession of a badge issued by them, issue to the licensee a badge (which will remain the property of the Minister) bearing a distinguishing letter and number, to be worn in a conspicuous position when on duty.

No badge will be issued until the applicant has deposited 2s. 6d. with the Commissioners in respect thereof. On the licensee surrendering the badge to the Commissioners, except in the case of a temporary surrender, the deposit will be returned to him.

The licensee must retain in his possession the badge issued to him, and must not permit it to be worn by any other person.

If any person acts in contravention of or fails to comply with any of the requirements of the Regulations he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £5.

**Automatic Traffic Signals Increasing.**—The Automobile Association states that the Corporations of Bolton, Eastbourne, Hereford, Leamington and Shrewsbury have decided to instal automatic traffic signals. This will bring the total number of cities and towns where these signals are operative to 91. A list of the cities and towns affected may be obtained from the Automobile Association, Fanum House, New Coventry Street, London, W.1.

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# National Advisory Council of Independent Public Service Vehicle Owners' Associations.

The first meeting of the National Advisory Council of Independent Public Service Vehicle Owners' Associations, under the auspices of the Motor Hirers' and Coach Services' Association, was held in London on March 10th last.

There were present:—Messrs. M. Logette, G. Nowell, C. Dobbs, F. A. Flin and A. E. Tapper, representing The Motor Hirers' and Coach Services' Association, London; Messrs. D. H. Kerslake and A. C. Stewart representing the Mansfield and District Omnibus Owners' Assoc., Nottingham; Messrs. W. E. Gough and C. Thomas representing The Motor Omnibus Proprietors Association, S. Wales; and Messrs. F. Pownall and W. G. Waugh representing the Brighton and District Coach Owners' Association, Brighton.

Apologies for absence were received from:—Mr. J. H. Lowe (The Motor Hirers' and Coach Services' Association); The Blackpool & District Motor Coach Owners' Assoc., Blackpool, and The Northern Road Transport Owners' Association, Ltd., Newcastle-on-Tyne.

The setting up of this National Advisory Council is the result of deliberations which have taken place at three preliminary conferences attended by many engaged in the industry. These meetings have been reported in our columns.

The following Associations of Independent Operators of Public Service Vehicles at present constitute the Council:—The Motor Hirers' and Coach Services' Association, London; The Northern Road Transport Owners' Association, Ltd., Newcastle-on-Tyne; The Mansfield & District Omnibus Owners' Association, Nottingham; The Medway & District Bus Owners' Association, Strood, Kent; The Motor Omnibus Proprietors' Association, Argoed, S. Wales; The Blackpool & District Motor Coach Owners' Association, Blackpool; The Brighton & District Coach Owners' Association, Brighton.

It is hoped that the near future will witness the organisation of every independent operator of public service vehicles under the protection of the one body.

**Election of Officers.** Mr. Kerslake proposed and Mr. Dobbs seconded that Mr. M. Logette be elected Chairman for the ensuing year ending 31st January, 1932. This proposal was carried unanimously.

Mr. Logette expressed his thanks for the confidence shown in him.

**Vice-Chairman.** Mr. Dobbs proposed and Mr. Nowell seconded that Mr. C. Thomas be elected Vice-Chairman. Carried.

**Secretary and Treasurer.** Mr. D. Piercy, Secretary of The Motor Hirers' and Coach Services' Association, was invited to accept these offices in an Honorary capacity and he agreed to do so.

The offices of the National Advisory Council are at 72, Great Portland Street, London, W.1.

# London Passenger Transport.

## L.G.O.C. Staff Dinner.

Mr. Herbert Morrison, Minister of Transport, spoke at the Annual Staff Dinner of the L.G.O.C. at the Café Royal, on March 26th. During the course of his speech Mr. Morrison said those present might have heard that there was a Bill before Parliament, called the London Passenger Transport Bill.

He had been gratified at the favourable reception which, generally speaking, had been accorded to the Bill. A pleasing aspect of the reception of the Bill had been that notwithstanding the fact that he was proposing to transfer big private transport undertakings to the management of a public board, the owners of those various undertakings, and the municipal tramway concerns as well, had maintained personal goodwill towards himself. Even though they might disagree on important matters in connection with the proposals their personal relationships were good. He was glad that this should be so, for, after all, the proposals were either a business proposition or they were not, and it was upon that basis that politicians and industrialists alike should examine them.

"The point of criticism most prominently in the discussions is the fact that the Minister of Transport, after consultation with the Treasury, will appoint the London Passenger Transport Board, and secondly the alleged excessive powers of the Minister under the Bill. I understand these fears, but on the other hand I am a little disappointed by criticism on this point because I have taken enormous pains to free this Board, in broad questions of management, from interference by politicians like myself.

"We have stipulated in the Bill that in appointing the Board, the Minister is bound to appoint 'persons who have had wide experience, and have shown capacity, in industry, commerce or finance, or in the conduct of public affairs.' Transport may be regarded as included in industry and commerce in which it is no small factor. It will be observed that party politics is not a qualification. Any Minister, Labour or Conservative, who tried to pack the Board with his political friends or for the purpose of trying to find somebody a job, would be defying the statutory direction, would be politically if not legally discredited, and Parliament would find its own ways of bringing about his downfall. No one would be stronger in condemnation of conduct of this kind than myself. It is true that wide experience and capacity in the conduct of public affairs is one of the possible qualifications and is thus provided in order that we shall not artificially exclude people of real capacity in the conduct of public business and that the Minister may be free to consider suitable people of big experience in London local government. For myself I can say that in all my local government work, my Parliamentary work and my work as a Minister I have never used my public position to get anybody a job."

Dealing with the relationship between the Board and the Minister of Transport, Mr. Morrison said the Passenger Transport Board would have their statutory directions. The Act would confer upon them the entire responsibility for management, subject only to certain safeguards which were in the public interests and in the interests of the undertakings which were committed to the charge of the Board. No Board would allow the Minister to dictate how they were to discharge their duties. In the whole range of normal managerial functions the Board would be free. It must be free, because it was of the essence of the whole scheme that the Board must feel itself directly responsible to the public for the success of the undertaking and their own reputations must be bound up in that success. Obviously when it came to big questions of policy and finance where the public interest was involved, then the public must have its rights and machinery must be established for the direction and ventilation of those rights. Thus it was that fares and charges could always be argued by any local authority or group of local authorities before the Railway Rates Tribunal.

The London Traffic Advisory Committee was to be revolutionised in its position and would in substance become a municipal joint committee maintaining steady friendly contact with the Board and acting as a liaison between the travelling public of London and the Board.

Everybody would be bound by the direction that the new undertaking must pay its way.

There must be a channel in Parliament for questions to be put and even discussion to take place on the work of the Board in a general way, and the function of the Minister would be to convey information to Parliament as to the work of the Board. The Board itself would desire to keep right with public opinion and if the Board was uncertain in a matter of policy as to what would be the best thing to do, they would be free but in no way bound or committed, informally to discuss the problem at issue with the Minister.

The Board would be a business body conducting a great business for public ends, and from his knowledge of the working of similar institutions he had not the smallest doubt that whatever political views, if any, the members of the Board might have, they would conduct the business in a public spirit and with every desire for success.

# Public Service Vehicles.

## City of London and Metropolitan Areas.

Regulations have been published for the adaptation of Part IV of the Road Traffic Act to the area consisting of the City of London and the Metropolitan Police District. Within this special area Scotland Yard are made responsible for the grant, refusal, suspension and revocation of public-service vehicle licences and the issue and revocation of certificates of fitness and certificates that a vehicle conforms to a type of vehicle approved by the Minister of Transport. Scotland Yard will also in respect of persons residing in the special area licence drivers and conductors of public service vehicles.

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## Blackpool Motor Coach Owners' Association.

Officials of the Blackpool and District Motor Coach Owners' Association for the ensuing year are:—President, Mr. E. V. Standerwick; president-elect, Mr. J. Mann (Armitages, Ltd.); vice-presidents, Messrs. J. W. Horsfall, Councillor J. F. R. Hill, R. W. Marshall and J. W. Dewhurst; hon. treasurer, Mr. J. H. Jackson; hon. secretary, Mr. H. Hardman; committee, Messrs. A. Meadows, G. Wolstenholme, A. Leavesley, E. T. Butterworth, Councillor W. Salisbury, L. Stephenson, E. Taylor, F. Briggs, E. Seed, and N. Waddington.

The Association has decided to join the National Advisory Council of Independent Public Service Vehicle Owners' Association in order to protect the interests of individual private owners outside the motor bus combines. The Committee, in their annual report, make particular reference to the effect of the Road Traffic Act. The statistical returns already called for by the Minister of Transport, they state, require accurate and precise information regarding fares, indicating that the Minister will not tolerate a system of price cutting; rather will he insist on operators charging reasonable fares as agreed by the majority of members, based on the actual mileage run.

Commenting on this, Mr. H. Hardman, secretary of the Association, stated that the new Act creates some revolutionary changes in the motor coach industry, particularly so far as licensing is concerned. This had led to the Association approaching the Chairman of the Traffic Commissioners for the North Western Area, Mr. W. Chamberlain, to discuss with him several difficult points which have arisen. The licensing and certification of coaches would cost £6 per vehicle, plus £1 for the area road service licences. As there were in Blackpool and district about 230 coaches, the additional burden necessitated the reconsideration of fares. Most of the members of the Blackpool Association for their normal services would require permission to go into 13 other areas, and that permission cost 10s. for each area, meaning a further addition of £6 10s. a year to the cost of running a single coach. In the old days when the licences were granted by local authorities a certain amount of sentiment entered into the business, but this was all finished. One Blackpool firm operating 24 coaches would be required to complete over 200 forms, some in quadruplicate, some in triplicate and some in duplicate. The difficulties of owners in a town like Blackpool were intensified by the fact that when applying for licences they had to include in their applications the routes of all their tours, which extended in the case of long distance tours from John o'Groats to Land's End. It was a very difficult matter to identify properly each road over which the coach travels on such a long journey. Returns for January and February had already been sent in, giving the number of passengers carried, the amount of fares collected and the mileage run, on the different services, this information being apparently needed to find out what fares are really operating in Blackpool, as well as elsewhere. Fares, no doubt, would tend to be more or less standardised throughout the country. The Act would put the motor coaching industry on a business basis and for this reason would be welcomed by all the business people in the industry. One good thing about the Act was that it abolished the by-laws created by scores of authorities throughout the country.

No decision has yet been reached as to the 1931 season's fares. Those which operated last year were:—Morecambe, 4s.; Southport, 4s.; Windermere, 7s.; Keswick, 9s.; Gretna Green, 12s. 6d.

During March, Blackpool owners have been quoting the following fares for journeys:—London, single, 15s.; return, 20s. Birmingham, single, 10s.; return, 15s. Manchester, Bolton and Chorley, 2s. 6d. single, 3s. return, 4s. 6d. extended.

## Limiting Buses in London.

The Minister of Transport has given notice that he proposes to make an Order under Section 7 of the London Traffic Act, 1924, declaring certain streets, specified in the Schedule to the notice to be restricted streets, that is to say, streets in which the plying for hire by omnibuses ought to be prohibited or restricted either generally or during particular hours.

The Minister also proposes to make Regulations under the same Section restricting the plying for hire by omnibuses in such streets so that it shall not be lawful for any person to use or allow to be used at any time upon any day (other than Good Friday, the day following Good Friday, Bank Holidays and days appointed by proclamation to be Bank Holidays), in any restricted street or part thereof for the purpose of plying for hire any greater number of omnibuses than might, under and in accordance with Section 6 of the above Act, and a Schedule or Schedules deposited by him under that Section with the licensing authority and in force on March 19th, 1931, have been so used by him at that time, for the purpose of maintaining along that street or part thereof the regular service or services which were shown in such Schedule or Schedules.

Most of the streets affected are in the suburbs of London, with the exception of a few such as Baker Street, Park Lane, and Wandsworth Bridge Road.

The Minister of Transport states that the object of the proposed Order and Regulations is to prevent any further increase in the number of omnibuses plying for hire on such of the streets as are at present used by omnibuses, and to prohibit the operation of omnibuses on the remainder of the streets named in the Schedule to the Notice, until such time as the Minister is satisfied that additional omnibuses or new services are necessary to meet the requirements of the public. The proposed Regulations will not involve any reduction in existing services.

## Certifying Officers and Public Service Vehicle Examiners.

The following appointments have been made by the Minister of Transport under the Road Traffic Act, 1930:—

**East Midland Area.**

Public Service Vehicle Examiners.

Mr. T. L. Lane (Senior Examiner), at Nottingham; Mr. J. Saville, at Nottingham; Mr. G. Bradford, at Peterborough; Mr. J. E. Sharp, at Leicester; Mr. H. Dobney, at Bedford; Mr. T. C. Welch, A.M.I.A.E., at Lincoln; Mr. J. Brown, at Grantham; Mr. A. Vickerman, at Huntingdon; Mr. W. Wakelam, A.M.I.A.E., at Derby; Mr. W. Whitehead, at Northampton.

**North-Western Area.**

Public Service Vehicle Examiners.

Mr. Arthur Leyland (Senior Examiner), Mr. A. Brereton, Mr. D. C. Brookes, Mr. John Connolly, Mr. W. Fallon, Mr. S. Hollinrake, Mr. W. Lee, Mr. C. M. Matthews, Mr. O. Owen, Mr. R. G. Storey, Mr. W. B. Vose.

**Northern Area, Scotland.**

Public Service Vehicle Examiners.

Mr. John Myles (Senior Examiner), Northern Scotland Area Traffic Commissioners' Office, 17, Broad Street, Aberdeen. Mr. A. Cradock (Dundee), Mr. D. M. Robertson (Kirkcaldy), Mr. J. G. I. Thomson (Aberdeen), Mr. D. Cameron (Inverness), Mr. A. B. Robb (Elgin), Mr. B. T. Wood (Perth).

**Eastern Area.**

Mr. T. F. Turton (Certifying Officer), A.M.I.M.E., A.M.I.A.E., M.S.A.E.

Mr. J. F. Browing, A.M.I.A.E., Mr. E. L. Wilson, M.I.M.T., A.M.I.Mech.E. (Temporary Certifying Officers).

Public Service Vehicle Examiners.

Mr. J. F. Bruce, Mr. A. G. Prest, Mr. G. W. Thyng, Mr. T. Barrett, Mr. R. S. D. Hail, Mr. F. W. Woods, Mr. A. G. Merritt.

**Newcastle's Bus Stations.**—The Watch Committee of Newcastle Corporation is desirous of reorganising the bus traffic to and from the Haymarket by providing loading platforms and other equipment necessary to the efficient working of what is probably one of the busiest bus centres in the country. The various interests concerned have been moving actively in the matter, and early developments are expected.

**New Bus Service Wanted.**—At the Watch Committee of the Glossop Corporation, a resolution was submitted from the Whitfield residents to the effect that they thought it desirable that a bus service should be inaugurated in that area and the Committee decided, subject to the Highways Committee raising no objection, to request the North Western Road Car Co. to run buses along the route between the Town Hall and Whitfield Cross.

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# Transport in Scotland.

**Kirkaldy Trams to Go.**—At a recent meeting of the Kirkaldy Town Council it was decided to accept the offer of Messrs. W. Alexander & Sons, Ltd., Falkirk, to provide the whole of the public passenger transport services required within the burgh. Negotiations have been proceeding for some considerable time, and the terms of the agreement which have been arrived at provide for the cash payment by Messrs. Alexander of £27,000 and an additional payment of £2,000 per annum for 21 years. Under the agreement the present Corporation tramway system will be discontinued on May 15th next.

**Augmentation of Touring Fleet.**—Messrs. W. Alexander and Sons, Ltd., Falkirk, are augmenting their present fleet of touring coaches with 30 additional new Leyland all-weather saloons which are to be used during the ensuing touring season and will operate from Glasgow. The bodies, which have a seating accommodation ranging from 14 to 28, are at present in course of construction at the firm's body-building works at Camelon. It is stated that one reason for this increase is that there is every indication that this year will eclipse all previous touring records.

**Road Bridge over the Forth.**—At a recent sitting of the Provisional Order Commissioners in Parliament House, Edinburgh, the preamble of the Provisional Order promoted by the County Councils of Fife, Stirling and Clackmannan to construct a road bridge over the Forth at Kincardine-on-Forth was found proved subject to the adjustment of certain clauses. The estimated cost of the bridge is £369,000 and about 600 men will be employed on its construction.

**L.M.S. Railway Workshops, Inverness.**—Some time ago Inverness Town Council was asked by the Inverness No. 2 Branch of the N.U.R. to intervene in the depletion of the railway workshops, and the results of the Town Council efforts were made known recently to representatives of the Branch at a private meeting with Provost MacEwan and members of the Council. It is learned, however, that the Provost who had had an interview with the L.M.S. authorities in London, informed the representatives of the Branch that owing to the severe loss which the railway company had sustained they had been compelled to make drastic economies in all departments. It was the intention, however, of the railway company to keep Inverness open as a line repair workshop.

**Railhead Distribution of Goods.**—Mention was made in our December issue of the efforts being put forward by the London, Midland and Scottish Railway Company towards the establishment of efficient railhead distribution services throughout the populous country districts in Scotland. It is now learned that considerable progress has been made during the past four months and arrangements have been completed with local carriers and carting contractors in several districts for the distribution of goods and parcels between the local station and all parts within a certain radius from it. Full details are not yet to hand but according to an official of the railway company the system is working most satisfactory and the scheme is being pushed forward with all speed. It is hoped that by the end of the present year the company will have in operation a rail-road goods carrying organisation catering for the whole of the populous parts of Scotland.

**Rail Shopmen Decide Against Strike Action.** — At a meeting of the Glasgow railway shopmen employed in the northern district, held in Glasgow on March 24th, is was decided to accept the wages reduction intimated recently by the National Wages Board and the Shopmen's Council. After hearing several speakers a resolution was moved to the effect that strike action at the present time was inadvisable and that the two branches, No. 12 and No. 18, therefore instruct their representatives to the delegate conference to vote in favour of accepting the findings of the National Wages Board and Shopmen's Council. The motion for acceptance was carried by a large majority. Grade workers in the railway service throughout Lanarkshire have had meetings to discuss the award. In Mid-Lanark district the graded staffs decided on acceptance by a majority. The shopmen in the repair and fitting shops at Hamilton West, Motherwell, and Carstairs have also discussed the situation. In some centres the "cuts" were regarded as too drastic, and there was a disposition to offer resistance. Generally speaking, however, the view of railwaymen in Lanarkshire is that the time is not opportune for a strike.

# Civil Aviation.

Mr. F. Montague, M.P., Under Secretary of State for Air, in the course of the Air Estimates Speech in the House of Commons on March 17th, said, referring to civil aviation, that it was a matter for congratulation that within the last few days 2,675 miles of the 5,700 mile air route from Cairo to Cape Town had been opened. Before the end of the year, the whole of the route would be in operation.

As an example of the difficulties that had had to be overcome, he might mention that where aerodromes had been laid down in the higher altitudes along the line of the journey, the comparative rarity of the air reduced the commercial load of an aeroplane, so that the cost of operation was seriously increased. But for all the difficulties, there was high hope of the success of the venture and of great subsidiary developments in the future.

The South African service now partly an achievement, would, it was hoped, be ultimately linked by feeder lines, bringing into air communication with the central air line many enormous and wealthy territories.

In connection with this service and the service to India, which were both fed by the service from London to Egypt, he was very happy to announce that the terms of a draft Anglo-Italian Convention had now been agreed between representatives of the two countries. Under the terms of this convention, Imperial Airways were granted permission to operate with land planes via Milan, Rimini and Brindisi.

For a period of one year, Imperial Airways were also permitted to resume operation of the Genoa-Naples-Corfu route with seaplanes, and the permission might be extended for a further period of twelve months.

In return an Italian company nominated by the Italian Government might operate services to the United Kingdom, Gibraltar, Malta, Cyprus or Aden. The Convention required ratification, but it was proposed that it would remain in force for 10 years; pending ratification the services could be operated by agreement.

The draft of an Anglo-Greek Air Convention had also been agreed, which would permit of operation by Imperial Airways either by the Italy-Corfu-Athens-Alexandria route or by the Mid-Europe route through Salonica to Athens.

It was expected, assuming that the London-Egypt service reverted to the Italian route, that the journey between London and Cape Town would ultimately take 10½ days.

A tentative scheme had been prepared for a weekly air mail service between Calcutta and Australia to link up with the existing passenger and mail service between England and India. The scheme had been worked out on the assumption that the stage between Karachi and Calcutta would be operated as an Indian State Service in conjunction with Imperial Airways, Ltd. These proposals were now under consideration by the Governments concerned.

The position with regard to the proposed British air services in the West Indies and between the West Indies and Canada was not in as complete a state as they should like to see. The original proposals had now, in view of financial difficulties, been divided into two sections, the first covering West Indian Islands and penetrating into British Guiana, and the second a weekly service between Trinidad and Montreal by way of Bermuda. The present scheme depended upon the co-operation of Canada in view of their interest in the second section of the project; negotiations were proceeding and it was hoped that a practical result would ensue.

**A Hundred and Fifty Thousand Employees of General Motors Insured.**—A New York message says that the General Motors Corporation have become the holders of the first five hundred million dollar insurance policy which has ever been taken out. Under the agreement 150,000 dealers and employees in the United States of General Motors will become eligible for life insurance benefits.

**Hundred Thousand Accident Deaths. Annual Toll in America.**—A New York message says that the American death toll from accidents, now approximately 100,000 annually, is constantly increasing, mainly due to careless use of motor cars, according to Dr. Louis I. Dublin, statistician for the Metropolitan Life Insurance Company.

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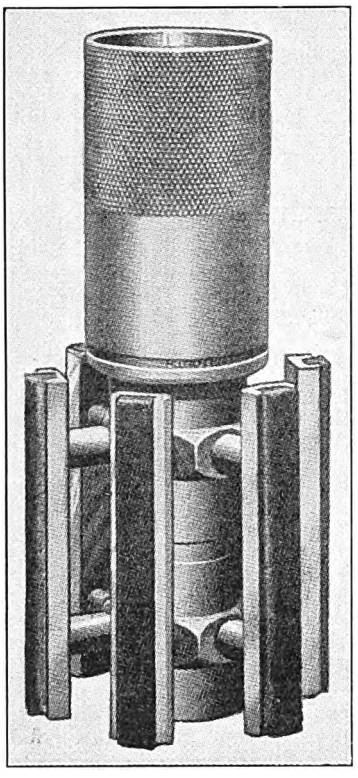
# The "Hutto" Cylinder Grinder.

We were recently invited by Harvey Frost & Co., Ltd., 148-150, Great Portland Street, W.1, to witness an improved method of cylinder grinding by the "Hutto" equipment. The demonstration was carried out under the critical observation of Mr. H. Kerr Thomas, M.I.M.E., M.I.A.E., whose report we give below.



THE LATEST IMPROVED "TWIN-THREE" HUTTO GRINDER (MODELS AT AND KT) HAS A POSITIVE MECHANICAL ADJUSTMENT THAT EXPANDS THE HONE BY A KNOWN AMOUNT FOR EVERY PART TURN OF THE ADJUSTING SLEEVE.

The "Hutto" cylinder grinder is made in several models but all constructed on much the same principle. The purpose of the grinder is to provide an economical and efficient means of grinding the cylinder *in situ* thus doing away with the necessity for removing the engine from the chassis and despatching it to an outside firm for regrinding. The model we saw demonstrated was we understand the "Twin-Three." It has six grinder bearing surfaces. Its form is that of an expanding segmental wheel with positive setting. There are no expanding springs. The accuracy of the grinding is not affected by soft or hard spots in the cylinder walls. It is self-centering and easily adjusted. It is ordinarily operated by an electric drill, which drill is also available for use in the repair shop both for ordinary drilling and for use in various operations with the necessary adjustments. If electric current is not available the "Hutto" grinder can be used on the ordinary drilling machine, in which case double universal drive shaft and taper shank adapter can be supplied for this purpose.

**Details of Construction.** The "Hutto" "Twin Three" cylinder grinders are constructed as shown by the cross sectional diagram. One end of the driving spindle fits the chuck of the electric drill, the other end being attached to the body of the grinder by means of a ball-and-pin type universal joint, which permits of accurate work when the grinder is out of line during operation. This type of "universal" with bayonet connection to the upper end of the grinder body also provides for easy access to the stone adjusting mechanism.

Underneath the driving spindle is the adjusting screw for drawing the upper and lower adjusting cones together, forcing the stones outwards against the wall of the cylinder. The lower cone is slotted on one side to receive the end of a pin which prevents it from turning when the adjusting screw is rotated

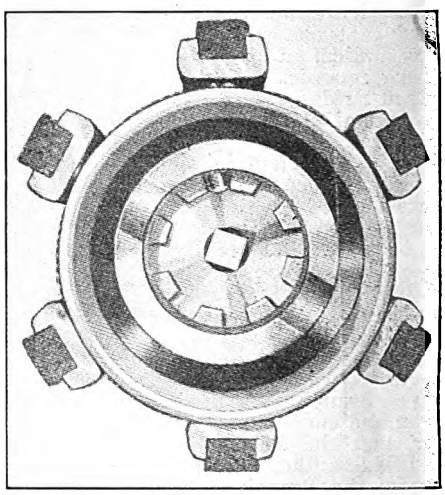
When the adjusting screw is eased back the adjusting cones are forced apart by the action of a coiled spring. The stones are then drawn inwards by means of springs which hold the jaws against the cones, thus relieving the pressure on the cylinder wall and allowing the grinder to be withdrawn without scratching the bore. It will be seen that as the jaws holding the stones are always held in contact with the adjusting cones, there is a positive movement outwards or inwards every time the adjusting screw is turned. The speed of grinding depends upon the manipulation of the adjusting screw, a quarter-turn of which equals approximately 1/1000 in. bore diameter.

Neither of the two adjusting cones is rigidly attached to the grinder body. They are free to "float" to an extent sufficient not only to prevent binding of the parts, but to ensure equalization of seating area and pin pressure on the two cones, thus making the stones self-aligning as well as self-centering.

**Mr. H. Kerr Thomas's Report.** I witnessed a test of the "Hutto" Cylinder Grinding Head at your works on the 20th March, 1931.

A cylinder bore was selected from a worn block, there was a bad ridge about 1.5 in. from the bottom, the top was oval to the extent of 7.5 thousandths, and the bore had a mean taper from bottom to top of 13.7 thousandths.

The dimensions I took twice over with a new Starrett micrometer, and I am satisfied the readings are correct to plus and minus one half thousandth inch.



END VIEW SHOWING HOW THE ADJUSTMENT IS SECURED BY MEANS OF INTERLOCKING STOPS. EVERY ONE-SECTION TURN EXPANDS THE HONE ONE HALF-THOUSANDTH OF AN INCH.

| Before grinding. | Crankshaft direction. | Transverse. |
|---|---|---|
| Top | 3.1685 | 3.161 |
| Bottom | 3.151 | 3.151 |
| After grinding. | | |
| Top | 3.172 | 3.172 |
| Bottom | 3.1715 | 3.1715 |

After grinding, the conditions were verified with a Three point dial Indicator, and it is seen that the bore was finished truly cylindrical, and parallel within one half thousandth inch, this being well within ordinary manufacturing limits for a new cylinder.

The ground surface was excellent, at least equal to work turned out by ordinary shop methods.

The time occupied was 24 minutes, but operations were suspended to allow of examination while the work was in progress, and to change the grinding blocks from coarse to fine grade.

Yours faithfully,
H. Kerr Thomas, M.I.Mech.E., M.I.A.E., M.A.S.M.E.
21st March, 1931.

# Ball Races for Vehicle Springs.

Improvements making for greater comfort and safety of road vehicles are always welcomed. We have recently received brief particulars of a device of this description which certainly should appeal particularly to motor coach proprietors and manufacturers. This has been placed on the market by Super Suspension Sales, Ltd., 25, Victoria Street, S.W.1, of which Mr. W. D. Cavendish is a director. It takes the form of ball bearing plates which are inserted between the spring leaves at the outer ends, by which means the springs are relieved of much friction and are able to move freely and thus the flexibility is much improved. The device has, we understand, been successfully applied to ordinary cars and the fitment is now being manufactured in suitable sizes for public service passenger vehicles and goods vehicles. The fitment consists of a retaining plate in which numbers of balls are loosely mounted. The plate is provided with lugs for attachment to the spring leaf. The balls extrude a little above the surface of the plate, and upon these the spring leaf above rides freely and thus any shock sustained is not transferred through the springs to the body of the vehicle, or to the tyres. The retaining plate is built up of two pieces of rustless steel, drilled and countersunk on one side. The countersunk sides when placed face to face form spherical recesses in which the balls are placed. The plates are then riveted together thus forming a housing for the balls, forming a flat ball bearing surface. On light vehicles these races are placed between the ends of the first and second and the second and third leaves of both front and rear springs, making sixteen races in all. On heavier vehicles additional races are fixed between the first and fourth leaves making eighteen races in all. A set suitable for vehicles up to 30 cwt. cost 35s. and for weights above that, up to 50s. for a 5-ton vehicle. The claims made as a result of using these ball races include light steering, reduction of skidding because the wheels hold the road better, greater riding comfort and, in the case of goods vehicles, less damage to the goods carried.

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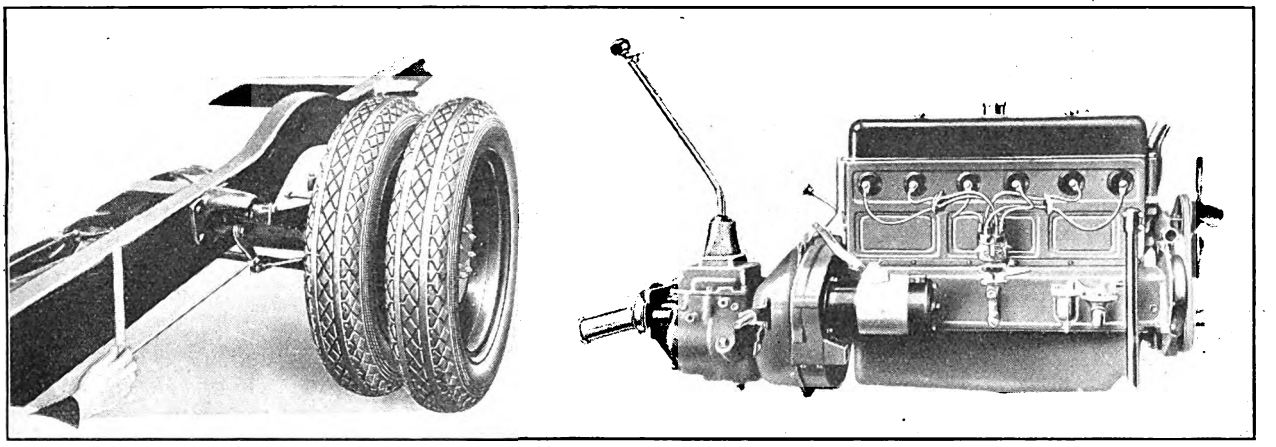
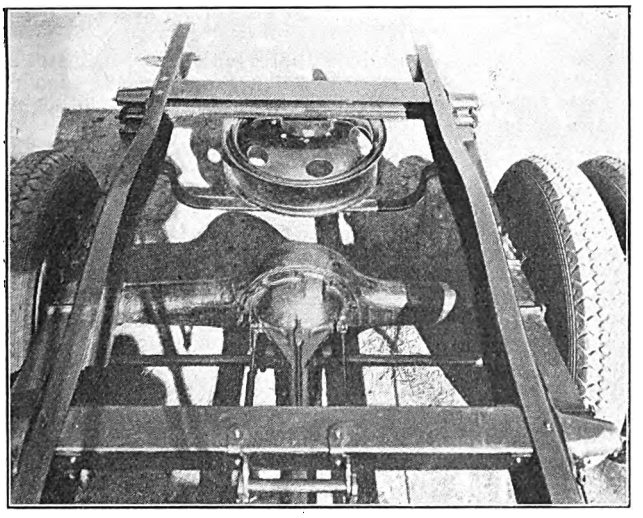
# A New 2-Ton 6-Cylinder Chassis.

General Motors, Ltd., Edgware Road, The Hyde, London, N.W.9, announce the production of an addition to their range of Chevrolet trucks. The new chassis is to be known as the "Bedford" and is produced by Vauxhall Motors, Ltd., of Luton, and distributed by General Motors, Ltd. The vehicle is manufactured in both short and long wheelbase sizes.



LEFT: SHOWING THE SUBSTANTIAL FRAME OF THE BEDFORD 2-TON CHASSIS. RIGHT: THE 6-CYLINDER BEDFORD ENGINE.



THE FULL FLOATING BEDFORD REAR AXLE.

The engine has six cylinders and is of the overhead valve type with detachable head. The bore and stroke are 3 5/16 in. and 3¾ in. respectively, and the R.A.C. rating is 26.33. The crankshaft is carried on four bearings.

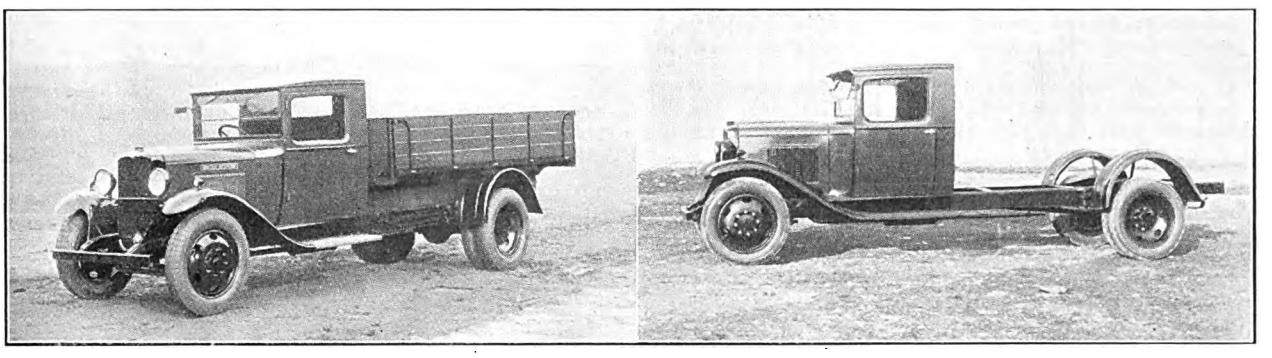
There is forced feed lubrication to the main bearings, big ends, camshaft bearings, timing chain and overhead valve gear and other parts are lubricated by splash. Lucas separate unit ignition is used. The carburetter is a Zenith, model 30 U. Petrol feed is by positive drive pump and an air cleaner is fitted.

Cooling is by pump and large capacity radiator assisted by fan. Power is transmitted through a single dry plate clutch to a four speed gear box, the gear ratios being 1st, 33.46 to 1; 2nd, 18.86 to 1; 3rd, 9.48 to 1; 4th, 5.42 to 1: and reverse, 34.35 to 1. The frame is of channel section 6⅛ ins. by 2¼ ins. with five cross members in the short wheelbase model and 7 ins. by 2¼ ins. with six cross members in the long wheelbase model.

The front axle is an extra heavy drop forged, heat treated I beam, reversed Elliott type with taper roller bearings to stub axles. The rear axle is fully floating with cast steel banjo type housing, with spiral bevel gears. The shafts can be drawn without dismantling the axle. The foot brake is internal expanding on both front and rear wheels and the hand brake internal expanding on rear wheels only. The wheels are the pierced steel disc type interchangeable, twin rear. Tyres are 30 ins. by 5 ins. all round.

The springs are semi-elliptic front and rear, the front being 36 ins. long by 1¾ ins. wide, with 8 leaves, and the rear 45 ins. long by 2½ ins. wide, with 17 leaves. Steering is of the worm and gear type, adjustable for wear.

The equipment includes the Lucas 6 volt, two-unit electric lighting and starter. Complete lamp equipment including head lamps with dipping beam, a speedometer, electric horn, and extra wheel and tyre carrier and complete tool equipment. The short wheelbase is 131 ins., and the long wheelbase 157 ins. The prices are as follows:—Short wheelbase model: Chassis £198; Chassis with cab £223; dropside lorry, £240; end-tipping lorry, £251; boarded tilt van, £261; Luton type van, £263; Box van, £268. Long wheelbase model: Chassis, £210; Chassis with cab, £235; dropside lorry, £260; Boarded tilt van, £280; Luton type van, £285; Box van, £290.



LEFT: THE BEDFORD 2-TON 6-CYLINDER DROP-SIDE LORRY. RIGHT: THE BEDFORD 2-TON 6-CYLINDER LONG WHEELBASE CHASSIS.

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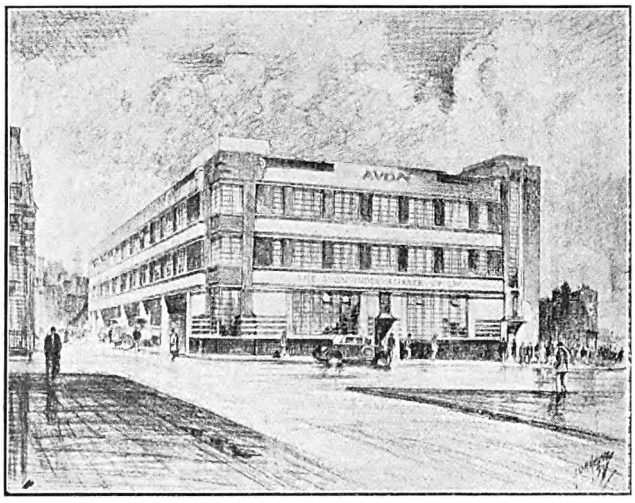
## Avon's New London Home.

The London address of the Avon India Rubber Company, Ltd., is now Mabledon Place, St. Pancras, W.C.1, where larger and more convenient premises have been built. The old telephone numbers (Museum 4420, etc.) have been retained. Avon built and occupied their handsome premises at 343/5, Euston Road, in 1921 and, although growth was provided for by the addition of a floor not then required, the site has not proven sufficiently adaptable from the viewpoint of tyre fitting and servicing, the ground-floor area being restricted to about 3,000 feet. Consequently, the Directors did not hesitate to seize the opportunity, just before Christmas, of acquiring a valuable freehold site of 10,000 feet with frontages on Mabledon Place and Flaxman Terrace, near St. Pancras Church and two minutes from Euston and St. Pancras Stations. Messrs. Wallis, Gilbert & Partners, the well-known industrial architects, were commissioned to design a building of the most modern type and the work is being done in record time. The "first sod" was only cut on December 29th.

The new premises provide an ideal three-floor layout, which makes possible cohesion of the three main activities —offices, stores, service. The ground-floor is a lofty,




AVON'S NEW LONDON HOME.

roomy garage with plenty of open space for big lorries and coaches, fully equipped with solid tyre press, air-compressor service, lifting tackle, etc. Some solid and giant tyres will also be stored there and the trade sales department has a convenient section entered from Mabledon Place. The first floor is to be devoted entirely to the Company's varied stocks of tyres, repair sundries and accessories, golf balls and sports rubbers, footwear, etc., while the Reception Room and Sales Offices are to be located on the second floor, which will be serviced by a fast passenger lift. Heating, lighting and all subsidiary equipment is of the most up-to-date type and, while efficiency is the dominant note, the amenities of life have been carefully studied. Vita glass, for instance, is being fitted in the main office windows, the interior decoration of the main entrance tower and the public offices is to be most artistic with a strong note of modernity, and the principal elevation is extremely handsome and imposing.

"Avon is moving—forward and up" is the fitting slogan for an enterprising step which undoubtedly means bigger and better service facilities for the Company's London and Export customers.

**The Mussolini Touch.**—What is surely a record in high-speed engineering has been established at Orte, on the Rome-Florence Railway Line, says Reuter's Rome correspondent. Precisely forty minutes after the Milan express had passed over an old bridge built in 1878 the bridge was replaced by a new all-steel structure. The change-over was completed without the slightest interruption of the service, and the new bridge was inaugurated immediately after by a Florence-Rome train which cut a tricolour ribbon across the track as it passed. Hundreds of people from the surrounding villages watched the ceremony and sang the Italian National Anthem.

## Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

### BUSES IN SUNDERLAND.

*To the Editor of* The World's Carriers.

Sir,—I am in receipt of your March issue, and note your paragraph on page 251, "Buses Gaining Favour."

The way this paragraph is worded is very misleading, and not in accordance with the actual facts.

Buses are not gaining favour here. On the contrary all the bus services are showing a big drop in revenue, as are the tramcar routes, due entirely to the lamentable state of the shipbuilding trade, which is Sunderland's staple industry.

The reason for the increase in the bus figures is that more routes are running now than at the corresponding period of last year. The bus routes which were operating last year are showing a drop in receipts varying from 1d. per mile to 4d.

There are actually two tram routes which, in spite of the deplorable state of trade, show substantial increases over last year.

Yours faithfully,
Charles Hopkins,
General Manager.

County Borough of Sunderland,
Tramways and Motors Department,
Monkwearmouth, Sunderland.
21st March, 1931.

### A PLEA FOR CANALS.

*To the Editor of* The World's Carriers.

Sir,—The Secretary of the Incorporated Association of Architects and Surveyors pleads for the more extended use of canals as a means of removing the burden of heavy traffic from our roads.

It may be only a coincidence, but I notice that the Association has been running a competition for a model design of a petrol filling and service station, with the idea of doing away with hideous wayside pumps and garages.

There is a distinct connection between the canals plea and the Association's competition. I know of no hideous petrol stations alongside canals, while the picturesque appearance of lock-keepers' cottages is proverbial. If it be argued that petrol stations are not in evidence alongside canals, I may reply that not so long ago there were none at all alongside our roads.

Traffic on the roads is increasing to such a degree that some such diversion of traffic as the canals afford is inevitable in the near future. The canal's beauties are not yet ruined, and the principle of the Association's Competition should be applied to them before it is too late. It is much to be hoped that not only canal owners but those worthy societies whose aim is the preservation of the country's natural beauties will exercise some foresight.

Yours faithfully,
P. B. Stirling.

2, Milner Street, Cadogan Gardens,
London, S.W.3.
26th March, 1931.

## London Cart Horse Parade.

On Whit Monday, May 25th, the 41st Annual Parade of Cart Horses will again be held, by permission of His Majesty's First Commissioner of Works, in the Inner Circle, Regent's Park. The Parade is open to all drivers of heavy cart horses within the Metropolitan Police area, and Brass Merit Badges will be awarded to horses gaining a red rosette. In addition to the cash prizes offered by the Society, the Shire Horse Society will present premiums for the best horses irrespective of breed, and the Suffolk Horse Society will donate premiums for horses of the Suffolk breed. Long Service prizes are again being offered to drivers who have been not less than 25 years in the continuous employ of the same firm, and Certificates of Merit will be awarded to managers or horse foremen whose horses have gained not less than four first prizes in the Parade. Entries at single fees will close on May 4th and with double fees until May 11th. Entry forms and full particulars may be obtained on application to the Secretary, Mr. Robert F. Ling, The London Cart Horse Parade Society, 12, Hanover Square, W.1.

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# Goods Shipped "On" or "Under" Deck.

## Damage by Sea Water and Contracts.

## Discharging into a Buyers' Craft.

By a Barrister-at-Law.

### Goods Damaged by Sea Water.

A matter of considerable interest to those concerned in shipping goods for carriage by sea recently engaged the attention of the High Court. In this particular instance the litigation arose over the method employed in carrying the goods on board, by which it was alleged that damage ensued owing to the goods being injuriously affected by the sea water which reached them on the ship. The question came before the Court upon an award in the form of a special case, in which the umpire had awarded, subject to the opinion of the High Court, that under deck shipment was part of the specification, and that the goods were carried on deck and were damaged by the sea water, but that this fact was not sufficient to entitle the Buyers to reject the goods. The submitted question, therefore, for the High Court was whether such rejection was justified on the ground that the words "under deck" formed part of the description of the Goods, or because the term in the contract which related to shipment under deck was a condition precedent to the actual agreement.

### The Contract and Bill of Lading.

To enable the matter to be appreciated it should be stated that the Contract itself was in a well recognised form, adopted by a Trade Federation in this Country and by a Foreign Exporters' Association, and that the material parts of this c.i.f. Contract set out the specification, among other things, relating to the Goods to be shipped with the words "under deck" mentioned in two places, and that part of a further clause provided that the Buyers should not reject the Goods specified, but should accept or pay for them in terms of the Contract against Shipping documents. The Sellers proceeded to ship the Goods under a Bill of Lading, but this did not state whether the Goods, which consisted of timber, was on deck or under deck, although the Sellers apparently believed they were under deck. On the arrival of the Goods it was discovered by the Buyers that only a very small proportion of the Goods had been placed under deck and that the greater part had been carried on deck and had been wetted and damaged by the sea water. Thereupon, the Buyers refused to accept the goods on the ground that they were not the goods specified in the Contract between the Consignors, the Sellers, and themselves, as Consignees, the Buyers in the Case. When the dispute went to arbitration, in which the Sellers claimed damages for wrongful rejection, and the Buyers counter-claimed for loss of profits, the umpire gave his award as previously indicated and stated the Special case.

### Passing of Property on Discharge into Buyers' Craft.

It would seem from the facts put forward that the Goods were actually discharged from the ship into the Buyers' craft upon arriving in this Country, and that it was not till then that the Buyers said they would not accept the Goods because they had been carried on deck. This fact was, of course, used to show that the property in the Goods had then accordingly passed, and that, even if there had been a right before to reject the Goods, that right was lost immediately the Goods had been placed in the craft of the Buyers. If the point had been taken and proved before the umpire it might certainly have had a very important bearing upon the case, but if taken and proved it is difficult to understand why the Special case said nothing about it. At all events it left the learned High Court Judge unable to deal with that particular aspect, for he was restricted to the facts appearing and set out in the Special case itself. But his Lordship was careful to observe that for all he knew there might be answers to such a point, and, he added, the Parties had chosen their own Tribunal, and, in the absence of any suggestion of misconduct on the part of the umpire, the court could not deal with anything but the particular questions left to it.

### Contentions raised by the Parties.

For the Sellers it was further argued that the question, therefore, was whether the words "under deck" were a condition of the Contract, or simply a Warranty, and that under the Sale of Goods Act, they were only a Warranty, the breach of which would be satisfied by damages. Moreover, it was contended, the further clause, already mentioned, was specially inserted to prevent rejection in such cases as the present, and that while it might be that the Buyers might have a right of action against the ship for carrying the Goods on deck this had nothing to do with the case itself. The Buyers, on the other hand, submitted that the words "under deck," being repeated, were words evidently considered of importance, intended to be a condition, and that all the terms in the specification were conditions. The particular Clause referred to, the Buyers contended, only applied where the Goods complied with the specification, and did not apply in this instance, as the Goods were not Goods specified, while the words "under deck" were part of the description of the Goods.

### A material term of the Contract.

The learned Judge in the course of his judgment, held the words "under deck" in this case to be a condition of the Contract, and he thought that, "generally speaking, the question whether Goods were to be carried on deck or under deck went to the whole performance of such a Contract, just like provisions as to the time and place of shipment. It was a material term of the Contract." His Lordship also remarked that "where provisions were set out in a Specification, those provisions became the description of the thing which was the subject of the sale, and if the Goods did not comply with the Specification they did not comply with the Contract description." The learned Judge therefore, answered the question raised by the Special case in favour of the Buyers, and decided that the award must be for them accordingly.

## Southampton Docks.

An extensive dredging contract has been entered into by the Southampton Harbour Board in respect of further deepening and widening of the approaches to the Docks. £240,000 is to be expended on the fulfilment of the scheme, and work will extend over a period of five years. Part of the proposed dredging is to be undertaken in an area outside the Board's jurisdiction and towards the cost of this particular portion of the work the Southern Railway Company, as dock owners, have agreed to contribute a moiety (£30,000). The new Canadian Pacific liner "Empress of Britain," 42,500 tons, which is at present nearing completion on Clydebank, is expected to reach Southampton towards the end of April and she will then be placed on the Company's express service between this port and Quebec commencing her maiden voyage from Southampton on May 27th. Substantial headway is being made with work on the new docks extension and the advanced stage reached in connection with the construction of the new deep water quay wall over a length of 3,800 feet has allowed the reclamation of mudland area behind the new wall to be proceeded with.

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# The National Federation of Forwarding Agents of Belgium.

## Annual Report.

Through the courtesy of Mons. Jos. Albert De Ryckere, President, we have received a copy of the Annual Report for 1930 of the Fédération Nationale des Entrepreneurs de Transports de Belgique, which was presented at the General Meeting held in Brussels on March 18th last.

The officers of the Federation are:—

President:—Mr. Jos. Albert De Ryckere (Antwerp).

Vice-Presidents:—Mr. Arthur Basse (Liége), Mr. Louis Ghémar (Brussels), Mr. Gustave Reyniers (Ghent).

General Secretary:—Mr. Marcel Raskin (Liége).

Treasurer:—Mr. Charles J. Lambert (Brussels).

Directors:—Mr. H. Creten (Ghent), Mr. Ch. de Lausnay (Antwerp), Mr. J. Driessen (Verviers), Mr. C. Ducoffre (Antwerp), Mr. V. A. Freyman (Brussels), Mr. Ph. Maxime (Erquelinnes), Mr. H. Menkès (Brussels), Mr. H. Servais (Verviers).

The following are extracts from the report:—

**Membership.**

The membership increases steadily and no resignations have been registered.

**International Congress of Forwarding Agents held in Antwerp, June 5th, 1930.**

The majority of the members took part in this event, the success of which was due to the splendid services of the local organising committee, comprising well-known Antwerp representatives, at the head of whom were Messrs. De Ryckere and Patry.

[A special report of this Congress appeared in our issue for July, 1930.—Editor.]

**Workmen's Holidays.**

A bill has been introduced to allow workmen holidays with pay. The Federation of Belgium Chambers of Commerce brought the matter up for discussion.

This Association is quite prepared to admit the justice of certain claims of the workmen, but when a crisis prevails it is not the right moment to pass new laws which impose further burdens on industry and commerce. Events have proved that we were right. The present crisis shows sufficiently clearly that any increase of the burden borne by employers should for the present be avoided.

**Traffic Police.**

Revision of article 6 of Acts of August 1st, 1899 and 1924. Employer's liability for fines imposed on drivers. Steps in this matter have been undertaken with the Ministries and great organisations, particularly by our General Secretary, Mr. M. Raskin, on the occasion of the Road Congress. We are at present in receipt of several applications from motorists' and truck owners' associations asking us to draw up the basis for joint action to ensure an amendment of the law.

**Refund of Customs Duty.**

The Office notified all members by circular letter of the wording of the judgment given in favour of one of our members. The Customs Authorities must refund the duties charged in consequence of a mistaken declaration of weight made by the declarant. The principle of this judgment is of extreme importance for our business.

**Conclusion.**

We apologize for repeating the same remarks with which our annual report concludes every year: the resumé which has just been given of the principal questions studied by this Board during the business year of 1930 omits mention of many matters, disputes and others, which have been submitted for its consideration.

Answers have been given to many fiscal questions, to questions of liability in railway and insurance matters, liability for accidents, pilferage on dock, etc.

It is obviously impossible to go in detail into these questions which the Board hopes have been settled to the satisfaction of the parties concerned. The Administration of this Federation is, as always, entirely at the disposal of the members, to receive their suggestions and/or criticisms on questions of a general nature. It is likewise at their disposal for supplying them, so far as it possibly can, with data on any special transportation questions.

We also desire most particularly to thank the Ministers, Members of Parliament and Public Administration Officials of all ranks who, with their accustomed kindness, have always received our delegates in the most friendly way whenever we desired to put before them the different view points of our field of activity.

Allow us, in conclusion, to appeal to all of you for assistance in bringing into this Association all those colleagues who do not yet belong to it, by calling their attention to the necessity for uniting all efforts in the defence of our interests.

# Port of London Authority.

### Lord Ritchie Re-Elected Chairman.

The first meeting of the new Board of the Port of London Authority was held on April 1st. The Rt. Hon. Lord Ritchie of Dundee was re-elected Chairman and Mr. C. F. Leach, Vice-Chairman. Lord Ritchie and Mr. Leach have been Chairman and Vice-Chairman of the Authority respectively since 1925.

The London County Council has appointed Mr. A. Baker, J.P., and Mr. H. J. Greenwood, D.L., J.P. (Members of the Council) and Mr. W. Devenay, J.P. and Vice-Admiral A. G. Hotham, C.B., C.M.G. (not Members of the Council) to represent the Council on the Board of the Authority. All these Members, with the exception of Mr. Baker, have previously represented the London County Council on the Board.

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At the Head Office of the Port of London Authority on March 23rd, the Returning Officer, Mr. J. D. Ritchie, M.C., announced the result of the poll taken for the election of eight Members whose principal business is or has been mainly connected with "Goods." The following gentlemen were declared elected: Mr. Owen Hugh Smith, Sir A. Cory Cory-Wright, Mr. A. C. Davis, Mr. C. S. S. Guthrie, Capt. Sir Ion Hamilton Benn, The Rt. Hon. T. Wiles, Sir Charles C. McLeod, Mr. C. W. Hodge.

In accordance with the provisions of the Statutory Regulations governing the election of Members the following 18 persons have been declared to be Elected Members of the Port of London Authority for three years from the 1st April, 1931: *Election by Wharfingers*—Mr. F. W. Bellamy; *Election by payers of rates, wharfingers and owners of river craft*—Vessels other than river craft: Mr. F. C. Allen, Mr. L. H. Bolton, Mr. D. Jones, J.P., Mr. C. F. Leach, Mr. E. A. Lloyd, Mr. W. J. McAlister, Mr. A. Maclean, Sir Montagu C. Turner; River craft: Mr. W. L. Wrightson; Goods: Capt. Sir Ion H. Benn, Bart., C.B., D.S.O., T.D., Sir Arthur C. Cory-Wright, Bart., J.P., Mr. A. C. Davis, J.P., Mr. C. S. S. Guthrie, Mr. C. W. Hodge, Sir Charles C. McLeod, Mr. Owen H. Smith, The Rt. Hon. T. Wiles, P.C.

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### Lord Ritchie's Survey of Work during Three Progressive Years.

At the last meeting of the old Board of the Port of London Authority held on March 19th, Lord Ritchie of Dundee took the opportuntiy to survey in some detail the progress of the Port of London and the work of the Authority since the constitution of the Board in 1928.

After quoting figures showing an increase of 10.5 per cent. over that of 1927 in the net registered tonnage of vessels using the whole of the Port of London during 1930, and giving details of the Authority's financial position as well as of new works and improvements, Lord Ritchie referred to the trade depression.

"The business of the whole country is now in a critical condition, and this is bound to be reflected in the trade of the Port of London. From the figures I have quoted it will be seen that we have managed to maintain our position very well, but statistics more recent than those I have mentioned indicate a downward tendency, and although we have accomplished a great deal in the direction of economising in the working expenses of our undertaking, it will be necessary for the new board to consider what further steps should be taken."

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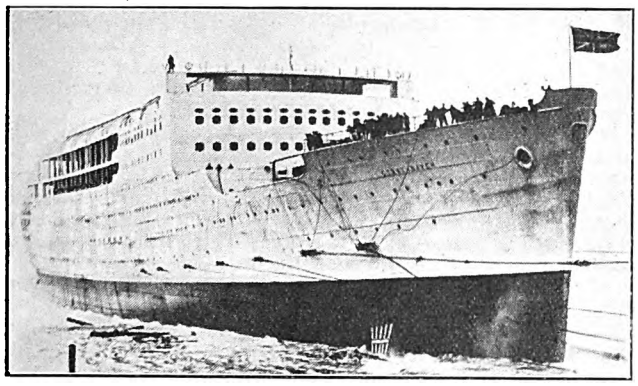
# News from the Ports.

**Liverpool Shipping and Forwarding Agents' Association.**—At their last meeting, the Council of the Liverpool Shipping and Forwarding Agents' Association gave further consideration to the question of unfair competition by agents of steamship companies. Representatives of the Association have had an interview with the Liverpool Steamship Owners' Association which, although sympathetic to the point of view put forward by the shipping and forwarding agents, felt it was not within their province to intervene in the affairs of its individual members. Consequently the Shipping and Forwarding Agents' Association intends to take up the matter with individual members of the Steamship Owners' Association. At the same meeting of the Council, an interesting discussion took place with reference to the insurance of members against clerical errors in consular documents, it being pointed out that members incurred the risk of serious losses through errors that might possibly be made by members of their office staffs. It is understood that a policy providing coverage against such losses is available in Germany. The Association is, therefore, making inquiries from Lloyds to ascertain if a similar policy can be drawn up for the use of shipping and forwarding agents. It has been decided by the Association to send a donation of five guineas to the Y.M.C.A. Dock Canteen Fund. Workmen in the service of shipping and forwarding agents benefit from this fund. Further legal advice is being taken by the Council on the important question of rights of lien.



LAUNCH OF THE S.S. "STRATHNAVER."

**Launch of the "Strathnaver."**—Our photograph shows the launch of the P. & O. turbo-electric liner "Strathnaver" which, with her sister ship "Strathaird," represents the highest point so far reached with the development of the electrically driven merchant ship.

**Welcome Freight Reduction.**—Shippers of cotton goods to Port Okha, India, have been advised that the rate of freight has been reduced to 47s. 6d. per ton following representations which have been made to the steamship companies. This should have a very helpful effect on trade, as Baroda, where Port Okha is situated, has been entirely free from the recent unfortunate political disturbances which have been so widespread in India.

**Australian Shipowners' Offer to Renew Contracts. Existing Freights to Stand.**—The Australian shipowners have informed the producers and exporters that they are prepared to renew for a year contracts expiring on June 30th at the existing freights for all classes of cargo shipped overseas from Australia. They will, however, require reconsideration of the exchange surcharge on refrigerated cargo which was fixed at three per cent. before the recent rapid rise in the exchange.

**Shipping Activity in 1930.**—According to the Board of Trade Journal, the total of the entrances in the foreign trade at ports of the United Kingdom during 1930 was 97,543,000 tons, an increase of 0.97 per cent., as compared with the total of the entrances in 1929. Entrances with cargo increased by 1.62 per cent., while the entrances in ballast decreased by 0.23 per cent. The clearances with cargoes and in ballast during 1930 aggregated 97,593,000 tons, an increase of 0.41 per cent. on 1929. In spite of the great reduction in our export trade, and the less marked reduction in imports, the volume of shipping at United Kingdom ports in 1930 was at a somewhat higher level than that of 1929.

**Shipping Merger.**—An Osaka message says that two of the largest Japanese shipping companies, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, controlling more than 260 steamers aggregating almost 1,500,000 tons, have issued a statement that they have jointly entered into an agreement with the object of minimising competition on overseas trade routes.

**Royal Society of Arts. Thomas Gray Memorial Trust prizes offered in 1931 for the Improvement and Encouragement of Navigation.**—Under the will of the late Thomas L. Gray, the Royal Society of Arts has been appointed residuary legatee of his estate for the purpose of founding a memorial to his father, the late Thomas Gray, C.B., who was for many years Assistant Secretary to the Board of Trade (Marine Department). The objects of the Trust are "The advancement of the Science of Navigation and the Scientific and Educational interests of the British Mercantile Marine." The Council now offer the following prizes:—1. Prize for an Invention.—A Prize of £100 to any person who may bring to their notice a valuable improvement in the Science or Practice of Navigation proposed or invented by himself in the years 1930 and 1931. In the event of more than one such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion. Competitors must forward their proofs of claim on or before December 31st, 1931, to the Secretary, Royal Society of Arts, John Street, Adelphi, W.C.2. 2. Prize for an Essay.—A Prize of £100 for an essay on the following subject:—"The stability of Ships, with special reference to the particulars which should be supplied by Shipbuilders, and also the value of any mechanical devices for ascertaining the M.G., with which you are acquainted." Competitors must send in their essays not later than December 31st 1931, to the Secretary, Royal Society of Arts, at the above address. The essays must be typed. They must be sent in under a motto, accompanied by a sealed envelope enclosing the author's name, which must on no account be written on the essay. A breach of this regulation will result in disqualification. The Judges will be appointed by the Council. The Council reserve the right of withholding the Prize or of awarding a smaller Prize or Prizes, if in the opinion of the Judges no suitable invention or essay is submitted. The Council also reserve an option on the copyright of the successful essay.

**Argentine. Improvements to the Port of Rosario.**—The Commercial Counsellor to His Majesty's Embassy at Buenos Aires has furnished, in connection with the proposed improvements to the Port of Rosario, the name and address of the concessionnaires. British manufacturers of plant and machinery desirous of receiving the information furnished by the Commercial Counsellor should communicate with the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. Reference number G.X.10233 should be quoted.

**Manchester Ship Canal. New Coal Conveyor.**—An indication of the efficiency of the new coal conveyor plant erected by the Manchester Ship Canal Company at Ellesmere Port was given recently when the steamer "Egyptian Prince" loaded and trimmed 2,864 tons of coal in 6½ hours, an average of 441 tons an hour. The loading was into five separate hatches and necessitated the manipulation of 300 wagons.

**United States Lines Promotions.**—Captain E. F. Mitchell, formerly captain of the American Merchant Lines s.s "American Merchant," has been appointed to command the United States liner "Republic," vice Captain H. C. Fish, resigned. Captain G. C. Stedman, formerly first officer of the "Leviathan," has been appointed to command the s.s. "American Merchant" in the London/New York service of the American Merchant Lines. Captain H. Manning has been appointed to command the American Merchant Lines s.s. "American Trader."

**The Port of Galway.**—At the annual meeting of the Galway Chamber of Commerce, it was reported that the gross tonnage dealt with at the port and harbour of Galway, had increased from 217,678 tons in 1928 to 1,191,584 tons in 1930. Transatlantic liner calls, outward and inward, at Galway had increased from 34 in 1929 to 70 in 1930. The Galway County Council, the Urban Council, and the Harbour Board, had jointly guaranteed interest and sinking fund on a loan of £200,000 for the development of the docks at Galway, and the complete scheme would involve an expenditure of £335,000. Galway has become one of the most up-to-date and progressive towns in the Irish Free State, and was one of

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the few towns whose population was on the increase, and its trade expanding.

**The Port of Dublin.**—During 1930 increased shipping trade was done at the port of Dublin. The accounts of the Dublin Port & Docks Board for that year showed a gross revenue of £214,401, a total expenditure of £186,888, and a revenue surplus of £27,512. According to the Board's report dealing with accounts, the total register tonnage which had entered the port of Dublin during 1930, upon which dues were collected, was 2,464,003 tons, which showed an increase of 97,773 tons, as compared with 1929. The Board's loans outstanding at 31st December last amounted to £1,219,190, the balance to the credit of the various sinking funds at that date being £161,944.

**Port of Glasgow and Shipping.**—Despite the fact that in 1930 cargo rates have been even lower than in 1929, due to the prevailing industrial depression and keener competition resulting in rate cutting, shipping movement at the Port of Glasgow shows no sign of improvement. Some forty cargo vessels are still laid up in various parts of the river and as things are it is doubtful whether their number will be reduced before the Spring is out. The present low ebb of shipping movement on the Clyde coincides with the reduced output from the shipyards. The output during March is the lowest for many years past. Five of the yards are without a single vessel on the stocks, and at least a like number have only one each under construction. One firm is employing only 20 per cent. of its normal number. No contracts were announced during the month, except in the case of boatbuilders. Overtures have taken place with official representatives of the Soviet Government during the past few weeks and the question of long-term credits were discussed with several firms, but nothing has materialised yet in the shape of orders. The output figure for March of 6,521 tons represents nine vessels, the largest of which was 2,500 tons gross. The total for the first quarter of the year amounts to 53,243 tons, compared with 115,571 tons for the corresponding period of last year. Every effort is being made by the Clyde Navigation Trustees to foster trade between Scotland and the Dominions, but some time must elapse before the fruits of their efforts can be enjoyed. So far exports in all directions are down and March will probably go down as one of the worst months on the Clyde for many years.

**New Vessel for West Islands Service.**—The launching of the M.V. "Lochfyne," built to the order of Messrs. David MacBrayne (1928), Ltd., took place on March 20th, at the Leven Shipyard, Dumbarton. This represents the fifth new steamer built by Messrs. MacBrayne since the firm came under the joint control of the Coast Lines and the L.M.S. The boat is the first Diesel-electric ship turned out by the builders and is for service between Greenock and Ardrishaig in the winter and other parts of the Western Isles in the summer. The launching ceremony was performed by Lady Stamp.

**L.M.S. New Vessel.**—Trials have been carried through on the Firth of Clyde by the new L.M.S. passenger steamer, "Princess Margaret," which was built by Messrs. Denny Brothers, Dumbarton. The new vessel, which has accommodation for 1,200 passengers, is expected to take up service on the Stranraer-Larne route early in April.

**Belfast Harbour Board.**—On 27th March an election of seven members of the Belfast Harbour Board took place. There were six retiring members among the candidates. All but one of the six were returned. The following were returned in the order named:—Mr. William Strachan (new member), Sir Thomas M'Mullan, Mr. S. Berkeley, Mr. J. F. M'Cue, Mr. John M'Caughey, Mr. A. S. Davidson, and Mr. Hugh Murphy (new member). Mr. Strachan is head of the firm of Workman, Clark (1928), Ltd., the Belfast shipbuilders, and Mr. Murphy is head of a local firm of brick manufacturers.

**New Liners.**—The two new liners now under construction for the United States Lines trans-Atlantic service in 1932, are in no way affected by the United States Shipping Board's decision not to build two additional super liners, according to a statement made at the Company's London office. The monster ships which the Shipping Board announced would not be built, were contemplated for the future, following completion of the two liners now on the ways. They were included in the original plan to build four ships.

**Double Deck Barges for Delivering Automobiles in United States.**—A New York message says that the Ford Motor Company is considering the construction of a fleet of double-deck barges for use in delivering automobiles to distributing points on the Illinois and Mississippi rivers. The barges would measure about 300 by 40 feet and be capable of carrying 150 cars each.

**Forwarding Agents ask for Relief.**—The Council of the Liverpool Shipping and Forwarding Agents' Association has sent a resolution to the Board of Trade pointing out that the high level of the dues charged by the Suez Canal Company is operating seriously to the disadvantage of British trade with the East, and to the advantage of inter-Asian trade and other competitive trades which are free from the heavy burden of the dues. They urge the Government, as the largest individual shareholder in the Canal Company, to use their influence to secure a reduction to frs. 5 per ton in the case of loaded ships and frs. 2.50 per ton in the case of ships in ballast.

**Ship Canal Traffic Down.**—Traffic returns for the Manchester Ship Canal show that during February receipts were approximately £81,097, a decline from 1930 of £19,328. The total for the first two months of the year was £187,803, a decline of £29,042. The reduction in tolls must be mainly attributable to the increased depression in trade.

**New Mersey Dock.**—Friday, April 17th, has been fixed as the date of the opening of Messrs. Lever Bros. new million pound dock at Bromborough.

**Obituary.**—Mr. William M'Calla, principal of Messrs. William M'Calla and Co., Ltd., the well known Belfast firm of shipping and forwarding agents, died on the C.P.R. liner "Duchess of Richmond" on her homeward journey from West Indies to Liverpool. Mr. M'Calla was in his sixty-eighth year. Sir Alexander Bicket, who died recently at the age of 77 years, was chairman of the Kyle Transport Company and a director of the Alexandra Towing Company, Liverpool.

**Liverpool Steamship Owners' Association.**—Members of the Liverpool Steamship Owners' Association have elected Mr. E. Enfield Fletcher, director of the Booth Steamship Company, Ltd., and of Messrs. Alfred Booth and Co., Ltd., to the position of chairman. The vice-chairman is Mr. A. B. Hughes, director and general manager of Messrs. T. and J. Brocklebank, Ltd.

**Plea for Reciprocity.**—At the luncheon given by the South and Central American Trade Section of the Liverpool Chamber of Commerce to the Consuls of South and Central America, Major J. A. Eckes said traffic between South America and England, to be paying, must be two-ways traffic, fair trade both ways. There was little sign of trade depression lifting but he thought this was a matter of reviving confidence. We were suffering from difficulties peculiarly our own, but he felt certain we would solve those difficulties, and in doing that would go a long way towards solving the difficulties of the world. Exporters and importers would always find Liverpool well provided with all facilities for trade. Liverpool was better known to South America than the large towns of South America were known to Liverpool.

**Agency Appointment.**—Messrs. R. W. Stewart and Co., Ltd., shipping and forwarding agents, of 11/13, Victoria Street, Liverpool, have been appointed official passenger and freight agents for Imperial Airways, Ltd.

**River Tyne Crossing Schemes.**—The Minister of Transport has written giving his views as to the proposed bridge or tunnel to connect North and South Shields and stating definitely that it appears to him a tunnel presents the only practical solution. The lowest estimate submitted by the consulting engineers for a tunnel reaches, as he points out, the very substantial figure of £1,240,000, to which there would doubtless have to be added a considerable sum for road widening. The proposed bridge was estimated to cost £2,300,000; but, without substantial aid from the Government, the prospect of even a tunnel crossing seems remote if the main part of the burden has to be shouldered by the Corporations of Tynemouth and South Shields.

**Cosulich Company to Build Two Liners.**—A New York message says that the Cosulich Steamship Company announces that it will shortly build two ships for the Trieste-South America service, which will enable the fleet to reduce the time of the run between these places by about five days. Construction of the ships will begin as soon as possible, and it is intended to have one in operation by August, 1932, the second being completed in 1933. Both will be built at the company's yard at Monfalcone, Cantieri Riuniti dell'Adriatico. The ships will have a gross tonnage of 20,000 tons and a speed of 21 knots.

**Eleven New U.S. Cargo Ships.**—A San Francisco message says that plans are in preparation for the construction of eleven freight ships to cost 15,000,000 dollars (£3,000,000) for the McCormick Steamship Line and the Ocean and Orient Line.

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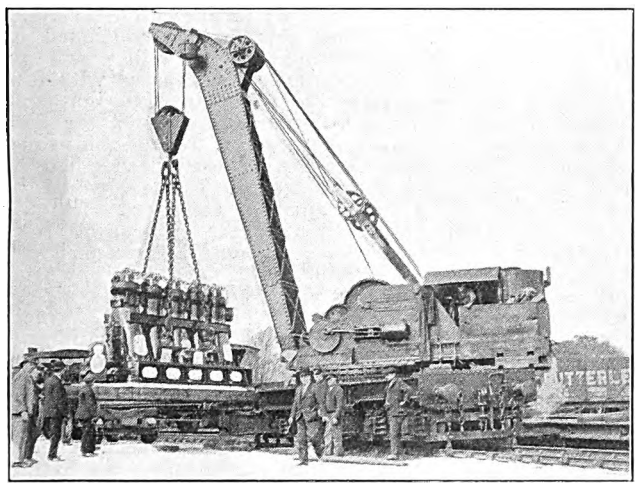
# Railway Notes and News.

**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 12 weeks of 1931, compared with the same period in 1930 and 1929, and are as under:—

| | 1931 £ | 1930 £ | 1929 £ |
|---|---|---|---|
| Passenger ... ... | 13,094,000 | 14,031,000 | 13,992,000 |
| Merchandise, etc. | 12,591,000 | 14,985,000 | 14,778,000 |
| Coal, Coke, etc. | 8,230,000 | 8,994,000 | 9,496,000 |
| Total | 33,915,000 | 38,010,000 | 38,266,000 |

**Enterprise of the Southern Railway.**—In order to provide for motorists who desire to visit the Continent in their cars the Southern Railway have placed on the Dover-Calais route a newly constructed and specially adapted steamship named the "Autocarrier." This vessel has accommodation for 35 cars, which can be housed under cover, and 120 passengers. The new vessel is equipped with refreshment bar and bathrooms, and every accommodation which a motorist can desire. Earl Howe shipped the first car on the "Autocarrier" and thus gave a send-off to a service that is predestined to be extremely popular.

**A Lifting Feat at Hythe.**—Our photograph shows loading work in progress at Hythe (Colchester) station, on the Clacton-on-Sea branch of the London & North Eastern Railway. The engine, weighing 35 tons, is the largest ever lifted in one piece at Colchester, and was built by Messrs. Davey Paxman and Co., Ltd., Standard



A LIFTING FEAT ON THE L.N.E.R.

Iron Works, Colchester; it is one of two 800 h.p. Diesel engines which are to be installed in the motor vessel "Lochfayne" launched by Lady Stamp recently. The engines will be coupled to dynamos which will generate current to drive electric motors on the propeller shafts.

**Great Western Activities.**—Sixty-two thousand steel sleepers of home manufacture are to be laid this year by the G.W.R. in half to one mile lengths in various parts of the system. The Company already have over 136,000 steel sleepers laid in the permanent way and this year's programme will bring the total mileage laid with steel sleepers up to 94 miles. Orders for the sleepers have been placed with the following firms and delivery is now being effected:—Messrs. Guest, Keen & Nettlefold; Messrs. Workington Steel Co.; Messrs. United Steel Company; Messrs. Dorman Long; Messrs. Ebbw Vale Company. The G.W.R. is one of the biggest users of steel in the country. During this year alone it is anticipated that some 90,000 tons of steel of home manufacture will be used in connection with the big £8,500,000 rebuilding plans, locomotive, engineering, constructional, renewal, permanent way, and other works. As each ton of British steel requires some 5 to 6 times its weight in iron ore, limestone and coal necessary for its manufacture, it will be seen that the basic industries will benefit.

**South African Railways.**—A message from Cape Town says that Mr. C. W. Malan, Minister of Railways, introducing the Estimates for his Department, said there had been a deficit last year, he foreshadowed a deficit this year and he thought that rock-bottom had not yet been reached. Railways revenue had decreased nearly £2,000,000 in 1930, as compared with 1929. Road motor services during 1930 had developed considerably, and were now important feeders for the railways.

**Rail and Coach. London and the Golden West of England.**—Interavailability arrangements have been introduced by the Southern and G.W.R. Railway Companies, in connection with the long-distance coach services operated between London and certain places in the West of England, by the "National" Omnibus & Transport Company. The return portions of road tickets from London issued for these services, by London Coastal Coaches, Ltd., also return portions of road tickets issued by the Western National and Southern National Omnibus Companies from these places to London will be available for the return journey (third class) by the ordinary express train services of the Southern and G.W.R. Companies, upon surrender at the Railway Booking Office of the return portion of the road ticket, and payment of a supplement before the rail journey is commenced. Rail exchange tickets will be issued for the rail journey.

**Railway Returns, 1930.**—A preliminary statement containing summarised particulars of the financial accounts and statistical returns of the Railways in Great Britain for the year 1930, compared with the years 1928 and 1929, has been published, and copies (price 6d.) can be obtained from H.M. Stationery Office. In addition to totals for Great Britain the statement shows separately the figures for the four amalgamated companies constituted under the Railways Act, 1921. The tables show the capital expenditure and receipts, the revenue receipts and expenditure from railway working, the total net receipts, the net revenue and appropriation and a summarised balance sheet. They also show the number of passengers carried, the tonnage conveyed, the average receipt per ton, and per ton-mile, and the leading operating statistics. The complete railway returns will be issued later in the year.

**L.N.E.R. Containers.**—The L.N.E.R. announce that 300 small covered and 250 large open containers are to be built to supplement those already in use on their goods services. The present L.N.E.R. stock consists of 710 containers of four types. Traffic in containers has steadily increased since their introduction owing to the fact that this means of transport avoids the necessity of packing and enables door to door conveyance to be given. Containers have also found favour on the Continent and a large traffic is now passing via the Harwich routes.

**New Chairman for Canadian Railway Commissioners.**—An Ottawa message says that Mr. Justice Fullerton, of the Supreme Court of Manitoba, has been appointed Chairman of the Dominion Board of Railway Commissioners. He succeeds Judge H. A. Mckeown, who has retired.

**L.M.S. to Open New Hotel at Stratford-upon-Avon.**—The L.M.S. Railway announce that they have completed the purchase of a large and historic country mansion at Stratford-upon-Avon which they intend to open as an hotel on July 1st next. "Welcombe Hotel" stands in an estate of 50 acres, situated on the Warwick Road, less than a mile from Stratford. The hotel, which will be fully licensed, has at present accommodation for 45 guests, but early in 1932 a new wing will be added giving ultimately accommodation for 80 in all. Provision is also to be made for garages for 32 cars. The mansion is being entirely redecorated, hot and cold water brought to every bedroom and central heating installed. Although all the amenities of a modern hotel will be available the characteristics of an English mansion will be preserved, it being the intention to keep the hotel as one of the old type of English guest houses. The grounds, which are truly magnificent, include an Italian garden, rose garden, lawns and shrubberies, a sunken rock garden and a lake of nearly two acres in extent. A hard lawn tennis court is being laid down and golf (18 holes) is available at the nearby Stratford-upon-Avon Golf Course. A boat-house is to be erected in the hotel grounds on the banks of the Avon, and facilities provided for boating and fishing. "Welcombe Hotel" is in the heart of the Shakespeare Country. Until purchased by the L.M.S. Railway the estate was in danger of being cut up for building purposes.

**Orders for Airvacs.**—An order for 216 Airvacs type R. has been received by Airvac Ventilators, Honeypot Works, Darlington, from the Metropolitan Railway. These are to be fitted to their 1931 rolling stock now under construction by the Birmingham Railway Carriage and Wagon Company, Ltd. Three years ago the Metropolitan Railway conducted a series of comparative tests of ventilators of various makes. As the result of these tests the Metropolitan Railway took delivery of 510 Airvacs in 1928 and the new order just received proves the entire satisfaction Airvacs have given.

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# Air Transport Notes.

**Armstrong Siddeley at the Stockholm Aero Exhibition, May 15th—31st, 1931.**—Armstrong Siddeley Motors, Ltd., are exhibiting on Stand No. 1 at the Stockholm Exhibition, where their Jaguar Major or Panther, Lynx and Double Mongoose engines will be on view. The Jaguar Major or Panther engine is a more powerful edition of the Jaguar and is rated at 500 h.p. It is standardised with reduction gear and either with geared fan or supercharger. It is of such compact design that although the bore of the 14 cylinders is ¼ in. greater than that in the Jaguar, the weight and overall diameter are very little greater. This engine is being fitted to a number of the latest type British aircraft and is also fitted to the Fairey 3F now being demonstrated by the Fleet Air Army at Buenos Aires. The Lynx engine is a seven cylinder radial of 215 h.p. Probably one of the most interesting engines is the new Double Mongoose which is a 10-cylinder unit of 340 h.p.

**Royal Aeronautical Society.**—The lecture by Dr. A. H. Davis, of the Physics Department of the National Physical Laboratory on Noise, is one of great interest to all who travel by air, as well as to designers and constructors. Dr. Davis, after dealing with the general characteristics of sound and noise, and with measurements of noise, will give results of measurements of aircraft noises and show to what causes these noises are due as the results of tests on aeroplanes in flight, and he will proceed to suggest ways in which noise, as far as the passenger is concerned, may be reduced. The lecture will be given at 6.30 p.m. on April 16th, at the Royal Society of Arts, 18, John Street, Adelphi, W.C.2, and will be illustrated. Dr. Davis will probably give a number of experiments at the lecture to demonstrate the subject of his Paper. The address of the Royal Aeronautical Society is 7, Albemarle Street, Piccadilly, London, W.1.

**Progress in Air Service Schemes.** — Tyneside is apparently on the verge of big aerial developments. Mr. J. Orange, of Messrs. Orange Bros., the Bedlington bus owners, who started the London-Newcastle service, is (as already mentioned in THE WORLD'S CARRIERS) fostering an air service from Glasgow to London, calling at Newcastle. He says it will be in operation next year, the run from Newcastle to London occupying less than three hours. Another ambitious project is a Tyne-Scandinavian air service, by which a passenger could leave Newcastle in the early morning, lunch at Oslo, and be home again comfortably the same evening. Flying-boats would be used, the proposed landing place being in the Tyne's harbour mouth, with shed and slipway at Tynemouth. This latter service may start in June, and run twice weekly.

**Air-Mail Speed-Up. England-India in Five Days.**—As a result of permanent agreements with Italy and Greece, which are about to be ratified, and the introduction of new and faster flying boats in the Mediterranean, Imperial Airways have arranged to speed-up both their England-India, and the newly opened Central-African air-mail services. Beginning on May 16th, it is hoped that the present route across Central Europe will be discontinued, and passengers and mail will instead travel via Switzerland, Italy and Greece, to Egypt. A triple-screw Armstrong Siddeley air liner carrying the combined India-Africa air-mail, will leave London each Saturday, from that date, for Basle where passengers and mails will be transferred to a new night train to Genoa. Here they will be placed on board one of the new four-engined Short flying-boats for the flight across the Mediterranean, and will reach Corfu via Naples on the evening of the second day, and Alexandria (Egypt) via Athens, at 2.30 p.m. Greenwich Time on the following day, only 2 days 7 hours after leaving London. After a short train journey to Cairo, which is the junction of the Indian and African air routes, the Indian air-mail will travel by land plane via Baghdad and the Persian Gulf to Karachi and Delhi. A speed-up is also to be made on this section by the introduction of partial night flying, and passengers and mails will arrive at Karachi 5 days 2 hours 35 minutes after leaving London. The African mail will travel from Cairo by air liner and flying boat, via Khartoum, to Central Africa, Kenya Colony, being reached from England in a few hours over 6 days. The incoming Empire air-mails will, beginning on May 18th, leave Delhi (India) each Monday, and Mwanza (Tanganyika Territory) each Sunday. These two air-mails will join at Cairo and will reach London on the following Sunday. New all-metal Short flying boats, with hulls of stainless steel, and each driven by 4 Bristol Jupiter engines totalling 2,000 horse-power, have been specially built for the Mediterranean section of this route, and will be put into commission in the Mediterranean during May. These new flying ships are larger than any yet in use on regular air routes, and will accommodate 17 passenger, in addition to 1½ tons of mail. During the summer it is hoped to extend the Central African route through to Capetown, bringing the total length of Imperial Airways Empire air-mail routes to 13,000 miles.

**Air-Rail Speed-Up for Urgent Freight.**—Operating between 140 railway stations in this country, and any of the airway stations of Imperial Airways in Europe, Egypt, Iraq, India, and Central Africa, a new high-speed air-rail service was inaugurated on April 1st. By this arrangement, just completed between Imperial Airways and the Great Western, London & North Eastern, London, Midland & Scottish, Metropolitan, and Southern Railway companies, air-rail savings of time of more than a month between England and India, and England and South Africa, will become possible as compared with ordinary surface transport. Urgent frieght, handed in at railway stations for rail-and-air despatch, will be marked with a special label and forwarded to London by the next express train. On arrival it will be collected from the railway terminus by one of the Imperial Airways motor vans and taken to the London air station, where it will be placed at once on the next air liner ascending, for the destination indicated. As an instance of the cost of the new system the charge for a 14 lb. parcel by air-rail, from Leeds to Cologne, will be 9/6d. and from Birmingham to Prague 13/10d., while as an indication of time-saving it may be mentioned that freight consigned by train and plane from Plymouth to Marseilles will accomplish its journey in two days, as compared with four days by surface transport. In the case of freight sent by air-rail from England to destinations along the Empire air lines of Imperial Airways, remarkable time-savings will become possible. A load despatched by train and boat from Manchester to Karachi would be approximately 45 days in transit, as compared with only 7½ days by air-rail; while in the case of a parcel from Glasgow to Kisumu, on the new Central African airway, the air-rail transit time will be 11 days, as contrasted with well over 20 by surface transport. This air-rail system will work also in the reverse direction. Parcels, that is to say, will be accepted at any of the stations of Imperial Airways for despatch by train to London, continuing on from London to destinations on any of the railways already mentioned, by the next express train.

**New Imperial Airways Jupiter-Engined Flying-Boats.**—Successful trial flights were made from the Rochester seaplane base, Kent, with the Short "Scipio," the first of three new metal flying-boats, each weighing 14 tons, and driven by four "Bristol" Jupiter Series X.F.BM. geared and supercharged engines developing a total of 2,400 horse power, which have been ordered by Imperial Airways, Limited. When they pass into service these new flying-boats, which will be the largest British marine-type passenger aircraft yet constructed, will be placed on the Mediterranean sections of the Imperial Airways routes to India and Africa. Capable of attaining a top speed of 130 miles an hour, and cruising at 100 miles an hour, the new 4-engined boats will carry a paying load of 7,500 lbs. as compared with a pay-load of 4,429 lbs. in the 3-engined "Calcuttas." A feature of the new craft, and one devised to cope with growing mail-loads on Empire air routes, is that in addition to seating fifteen passengers in a large and most luxuriously equipped saloon —which will have conveniently-placed tables between the armchair seats, and shaded electric lights above each passenger's head—they will have a large compartment in which there will be space for more than 1½ tons of urgent mails.

**Wing Slots and the Air Estimates.**—The British Air Minister in a White Paper accompanying the 1931 Air Estimates states: Slotted wings are now fitted to 15 types throughout the service, the fitting of 4 more types is on the point of completion and the principle is being still further extended. In sum, 80 per cent. of aircraft are now equipped or will shortly be equipped with slotted wings.—"Handley Page Bulletin."

**New Dutch Air Service to East Indies.** — A message from the Hague says that the Royal Dutch Air Navigation Company proposes to start a weekly service to the Dutch East Indies on October 1st if the financial position of the country is such as to enable the necessary subsidy to be granted.

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# The Ford Works at Dagenham.

The British motor manufacturing industry and all those who have knowledge of the motor trade cannot fail to be amazed at the daring of the Ford enterprise at Dagenham on the North bank of the Thames, midway between Barking and Rainham. Undoubtedly the position is most advantageous for manufacturing purposes on a large scale as it is well served by road, rail and sea transport and is only about ten miles from the centre of London. Convenient as the situation is, it has been sedulously avoided for the purpose of development of any description from time immemorial until selected less than two years ago as the site for the huge Ford factory, the reason being that it was little more than a mud flat varying in depth from 30 to 50 feet. This treacherous marsh had nothing but a thin top soil crust, quite incapable of carrying the weight of even a moderate sized building. To-day this desolate marsh carries the now almost completed largest motor car works in Europe.

The main building, which is really three buildings in one, covers an area of 20 acres, whilst the total area of the estate upon which it is erected is 500 acres. The total length of railways which will serve the factory, and which will be electrically driven, will be approximately 11 miles. Also a jetty is being constructed which will accommodate vessels up to 12,000 tons with an average draught of 28 feet. In addition there is the blast furnace, which is now nearing completion, the first to be erected, in the South of England, and furthermore it is the largest blast furnace in the world. The power house is unique in design and the first in this country to be run at a pressure of 1,200 lb. It is estimated that the works will find employment for 15,000 men and have a production capacity of 200,000 cars per annum. The foregoing gives some idea of the magnitude of the works and we can now proceed to deal with them in more detail.

In order to provide a suitable foundation to carry these buildings, reinforced concrete piles were utilised, which were driven from 50 to 70 feet into the ground and in many places they were packed as closely as it was possible to drive them. 13,800 of these piles have been driven. The piles, which were driven home by four ton pile drivers until repeated blows could drive them no further, are connected by concrete beams and, over the whole, a reinforced concrete floor has been laid and covered with a wood block paving so as to ensure the warmth and secure foothold for the workers.

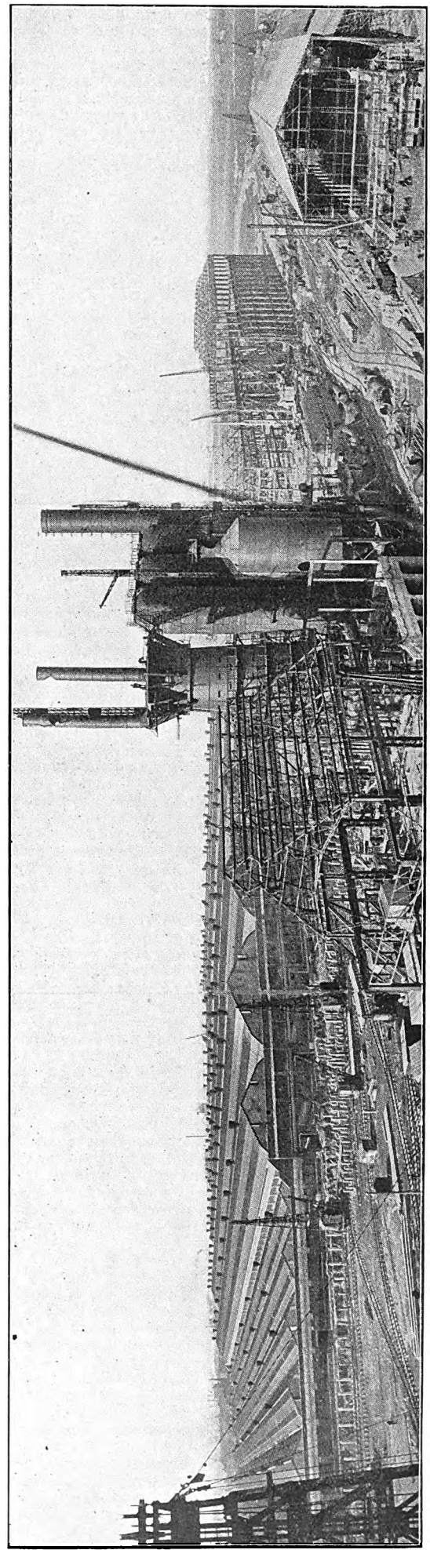
The three main shops are now ready for the installation of the manufacturing machinery. The blast furnace, also nearing completion, has a production capacity of 500 tons of pig iron per day and is designed to consume 10,000 tons of coal, ore and limestone a week. A storage yard is being constructed for the raw materials which will hold 40,000 tons of coal, 150,000 tons of ore and 15,000 tons of limestone which will be fed to the furnace by electrically driven machinery. It is interesting to notice that the site selected for this blast furnace—the heaviest part of the plant, weighing nearly 9,000 tons—proved to be probably the most unstable part of the estate, judging from the fact that the first steel piles used, weighing five tons each, disappeared completely into the marsh without a blow from the pile driver.

A battery of 45 coke ovens is being erected and is well advanced towards completion. This installation will be capable of carbonising 800 tons of coal every 24 hours, and by means of special equipment—employed in England for the first time—steam is to be generated from the coke for other sections of the works. Adjacent to the ovens is situated the by-products plant for treating the residuals from the coke ovens. The chief residue product will be benzole which will be used to drive the new Ford cars from the factory.

With regard to the power house which will be capable of producing sufficient electric current for a large town: London refuse is to be used as fuel at the rate of 1,000 tons per day.

In addition to provision for transport by road, rail and sea, the factory is to have its own aerodrome, a large piece of level ground having been reserved for that purpose.

The jetty will be more than 1,800 feet long. Its construction includes huge steel cylinders which are being sunk into the Thames mud and filled, under pressure, with concrete to form the piers and to sustain the colossal weight of the two largest unloaders in England. One third of the jetty will be reserved for the outward shipment of goods and is designed to accommodate two 6,000 ton ships. At the central portion, which has been dredged to a depth of 30 ft., vessels up to 12,000 tons can be accommodated. The eastern portion of the jetty will be used by barges delivering refuse for fuel for the power house. A floating pontoon at the western end will be provided as a landing stage for passengers at all tide levels. The entire wharf will be equipped with modern electric cranes, electric traction and electric conveyors..



£5,500,000 BRITISH MOTOR WORKS.

A remarkable picture of the new Ford factory in course of construction at Dagenham, Essex. The works will be the largest of its kind in Europe and is intended to give employment to 15,000-20,000 British workers. On the left can be seen the huge manufacturing and assembly shops which have a floor space of 1,000,000 sq. feet. In the foreground are the blast furnace stacks; this furnace is the biggest in the country and the only one in the South of England. Centre and right of the picture appear the great steel skeletons of other buildings connected with this vast enterprise.

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Facing the centre of the jetty the main office block is being erected, a three storey building with garage at the rear. The comfort and health of the employees has been carefully considered. A maximum of natural light has been obtained by the design of the roofs, to glaze which 600,000 sq. ft. of glass has been used. Where glass was impracticable, a special treated metal was utilised, which in addition to other advantages, provides surface reflection adding to the excellent illumination of the shops.

Six miles of cat-walks are provided immediately below the roofs with combined handrail and water pipe to facilitate the cleaning of the glass roof, which work alone will require the permanent employment of a large gang. The window lights are controlled by a series of electric motors and it is possible to open eight tons of window by the turn of a switch. All supply mains are carried in a subterranean tunnel and cooled filtered drinking water is available at many points for the workers.

Perfect ventilation is assured irrespective of weather conditions. Heated or cooled air will be injected to maintain an ideal working temperature, while 250 ventilators ranging from three feet to four feet in diameter will extract the impure air. There are many other details making for economy of production, elimination of waste and amenities of conditions which space alone prevents us from describing.

## Law Cases.

### AN UNSAFE LOAD.

A case was heard at Wolverhampton Police Court recently, under the new Motor Vehicles (Use and Construction) Regulations, 1931.

Albert Lloyd, of Wolverhampton, pleaded guilty to driving a motor lorry, the packing and adjustment of the load of which was such that danger might be caused to any person on the road.

Police constable Chettar said that on March 12th, he was driving a motor cycle combination in Tettenhall Road. He saw defendant driving a light flat lorry on which were about a dozen empty barrels. They were not fastened on, and one of the barrels fell off. He had to swerve to prevent the barrel colliding with the motor cycle. When he spoke to Lloyd he said he had put a piece of string round the barrels, but that he should have used rope.

The defendant said that the jerking in consequence of the road, must have slackened the string. Had he known, he would have stopped and adjusted it.

The Magistrate, commenting that it was fairly obvious that string was useless, said he was dealing with the case leniently by fining defendant 7s. 6d.

### LORRY DRIVERS SUMMONED.

The Bristol magistrates dismissed a case in which Charles Joseph Maer was summoned for driving a motor goods-carrying vehicle at a speed in excess of the limit fixed by the new Road Traffic Act. It was stated that a police constable's motor cycle speedometer registered 40 miles an hour as he overtook defendant.

Mr. Mervyn Cook, for defendant, submitted that the speedometer was not a reliable test.

The chairman (Sir Sidney Humphries), said that there was a doubt in the case, and they would give defendant the benefit of it.

Fines of £1 each were imposed on William Denscombe, haulier, of Easton, near Wells, Somerset; Cecil Reeves Grimshaw, of East Harptree, Somerset, and Arthur Pollard, of High Grove, Sea Mills, Bristol, for driving motor lorries at an excessive speed along Portway. It was alleged that Denscombe was travelling at between 30 and 32 miles an hour; Reeves at between 25 and 28 miles an hour, and Pollard at between 35 and 40 miles an hour.

### AN INSECURE LOAD.

A summons under the Motor Vehicles (Construction and Use) Regulations, 1931, the first of its kind issued by the Rochdale police, was dealt with recently at Rochdale borough police court. There were two defendants. Sydney Wallis, a motor driver, of Rochdale, was summoned for driving a motor lorry on which the adjustment of the load constituted a danger to Edward Marsden, "a person on the lorry," and was likely to cause danger to persons on the road. Albert Wallis, a carrier, the father of Sydney Wallis, was summoned for permitting the vehicle to be so used.

The section of the regulations under which the proceedings were taken reads as follows: "Every motor vehicle, every trailer drawn thereby, and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the weight, distribution, packing, and adjustment of the load of such vehicle or trailer at all times be such, that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road."

A police constable stated that on March 13th, whilst on duty at the bottom of Drake Street, he was informed that an accident had occurred at the junction of Walter Street and Drake Street. On going to the scene of the accident he found a motor lorry, which was stationary. In the roadway at the side of the lorry were portions of timber which had comprised a sectional motor car garage that had fallen off the lorry. Witness also found Edward Marsden lying injured, having been thrown off the vehicle. Witness ascertained from the defendants that the timber was being taken from Richard Street to Mizzy Road and had not been secured on the lorry. The injured man worked for the man for whom Albert Wallis was carrying.

The Magistrates' Clerk said Sydney Wallis (who was not in court) had sent a letter stating that he might not be able to be present at the hearing of the case and admitting guilt. Ignorance of the regulations was pleaded.

Albert Wallis told the magistrates that the accident was due to the back wheels of the lorry skidding.

The Chairman said the offence was of a serious nature, but as that was the first case in which such proceedings had been taken a fine of only 10s. each would be imposed on the defendants.

### DUBLIN CARRIERS SUCCESSFUL APPEAL.

In the Dublin Circuit Court, before Judge Shannon, W. F. Poole, carriers, Dublin, appealed from the decision of District Justice Sullivan in the District Court, convicting them of having used a general trade licence, issued under the motor regulations, for a purpose other than that prescribed, and imposing a penalty of 10s.

On behalf of the appellants it was stated than on September 18th, 1930, a customer had telephoned to Messrs. Poole saying that his lorry, with a load of furniture, had met with an accident in Harcourt Street, Dublin, and asking them to have the disabled lorry brought to their garage for repairs, and the load of furniture delivered to Greystones in the County Wicklow. The appellants sent a fully-licensed lorry to tow the broken lorry to their premises, and they sent a second lorry, bearing a general trade licence, to take the furniture to Greystones. No charge was made for the services rendered in delivering the furniture, and the appellants contended that they, were entitled to render the service under the general trade licence.

Judge Shannon said that the appeal raised a very interesting point to the motor trade generally. After reviewing the facts he held that Messrs. Poole were legitimately using the trade licence, and that the carrying of the furniture under the circumstances was a purpose connected with their business. He reversed the decision of the District Justice, but pointed out that his decision was not to be taken by the trade as any encouragement to extend, or attempt to extend, the purposes for which general trade licences were issued.

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# News from all Parts.

**Midland Commercial Road Users.**—Mr. S. T. Abbotts, President of the Midland Commercial Road Users' Protection Association, speaking at the annual dinner held in Wolverhampton, said that many haulage contractors never thought the Road Traffic Act of 1930 would become law. Such things were not possible, they thought, and he felt that in attacking the clause on drivers' hours they missed the more drastic one applicable to motor coach owners. The Royal Commission on Transport thought more traffic must be directed to the railways. What they thought to-day would be law to-morrow unless road users fought with all their power.

**East Surrey Traction Co.**—Mr. Arthur H. Hawkins, Managing Director, presided at the annual dinner of the East Surrey Traction Co. and Autocar Co. held last month at Croydon. Proposing the toast of "The Staff and Employees," Mr. Hawkins said that the past year had been a very important one in the history of the East Surrey Traction Co., it being the first year they had operated with the L.G.O.C., while he thought it was also important in being one of the greatest years of development experienced by the Company. The area of operations had been expanded very considerably, especially in the western area, and in the operation of the Green Line coaches on the whole of the southern outer fringe of London from Maidenhead to Dartford. Their employees, too, since the last dinner, had practically doubled. The Company had operated during last year 12½ million miles, and if they carried on at the same rate of progress they would, within the next twelve months, have doubled that figure, while on the same estimate they would carry something like fifty million passengers. Mr. Hawkins said that their aim must now be to consolidate their position, while continuing to enlarge and modernise the fleet.

**Sir H. Austin on the Motor Industry.** — Sir Herbert Austin, speaking at a luncheon given by the American Chamber of Commerce in London, said that while the British manufacturers were trying to keep their end up, they recognised that the enormous taxation they were endeavouring to support called for greater efforts, and the rapid strides made by American manufacturers both in design and in reduction of price made their position in some export markets one of serious concern. They were not downhearted, and they did not expect to evade entirely the effects of the present world setback, but they would be heartily glad when some of the problems were solved and more normal conditions existed. In their wholehearted adoption of the small car they had shown the world that they were not all snobs and that they could adapt themselves to varying circumstances. Was the present extraordinarily keen competition between the United States and Britain altogether necessary or in their best interests individually or collectively? The two nations had very much the same ideals, and would be able, if linked together, to control the well-being and the peaceful occupation of the world. Why did they not collaborate more? They had each at times done a little in this direction and usually with some success, but in the grasping for all the plums which took place so often they must be losing quite a large proportion of what they might each retain, and still feed the foreign markets with what they required at satisfactory prices.

**Modern Transport.** — The subject selected for this year's Exhibition at the Royal Institute of British Architects is "The Architecture of Modern Transport." The exhibition will consist of photographs, drawings, and models of architectural and decorative subjects connected with modern transport, and is intended to illustrate the latest developments in such work both in Europe and America. The types of work covered by the title include railway stations, signal boxes, various types of railway coaches, docks, harbour works, canal power stations and locks, liners and yachts, bus and coach stations, garages and filling stations, trams, buses, chars-a-banc and private cars, bridges and viaducts, pylons, traffic control stations, hangars and aerodromes, aeroplanes and airships, lifts and moving stairways. The exhibition will remain open from April 22nd to May 22nd. Admission will be free.

**Ford Motor Company, Ltd.** — The second ordinary general meeting of Ford Motor Company, Ltd., was held in London on March 18th. Sir Percival Perry, K.B.E. (Chairman of the Company), presided, and in the course of his address said that the trading profits for the 12 months ended December 31st were greater than were earned during the previous 14 months. It was impossible to calculate the many millions of pounds sterling expenditure per annum involved in traffic control, street widening and other attempts to relieve congestion and speed up traffic, and yet our authorities exorbitantly taxed a small tradesman who was enterprising enough to use a motor van for delivering his goods, and at the same time refused to tax a horse and cart, which occupied much more space upon the road and required much more stable accommodation, moved at approximately one-fifth of the speed of motor traffic, thereby causing the daily loss of hundreds of thousands of working hours, and whose sole contribution to the public welfare was the necessity of engaging scavengers to keep the streets in sanitary condition. It had been calculated that if horse traffic were taxed in the same way as motor traffic there was a sum of approximately £2,000,000 waiting for the Chancellor to pick up. Upon the general question of taxation Sir Percival said there was little doubt that our country could never recover so long as taxes remained at the present high level. Capital in industry was only worth what it would earn, and when profits were taxed beyond reasonable limits, then taxation became, in effect, a capital levy.

**M.R.S., Ltd.** — The fifth annual general meeting of M.R.S., Ltd., of Liverpool, is being held to-day (April 15th) in Liverpool. The Report of the Directors and the Accounts of the Company for the year ended 31st December, 1930, to be submitted to the meeting, reveal that the year's trading shows a profit of £14,242 7s. 2d. After providing for income tax, depreciation, etc., there is a balance of £4,784 5s. which, added to the balance from last year's account of £3,531 3s. 3d., and deducting the dividend for the year ended 31st December, 1929, amounting to £1,154 12s., leaves an available balance of £7,160 16s. 3d. Out of this sum the Directors propose paying a Dividend at the rate of 5 per cent. per annum, less income tax, for the year ended 31st December, 1930, calculated from the dates of payment of the various instalments. This will absorb £1,027 2s. 9d., leaving a balance of £6,133 13s. 6d. to be carried forward. Depots have been established and equipped in various centres of the country for the purpose of increasing the efficiency of the Company's services and for the better maintenance of its rolling stock. The Company's business consists of two classes of transport, namely, general traffic and heavy or specialised work. The Report refers to the final Report of the Royal Commission on Transport and says that generally the recommendations contained therein will, in the opinion of the Directors, be beneficial to organised road transport undertakings, if and when carried into law. The transport of goods by road is now recognised as such an essential part in the trade of the country that the Directors consider the prospects of well established road transport undertakings, such as M.R.S., Ltd., are encouraging.

**Commer Service for London.** — The better to serve Commer users and owners in and around the London districts, a new London Repair and Service Station has now been opened at 66, Buttesland Street, Hoxton, N.1, where ample stocks of spare parts for present type and early Commer vehicles will be maintained. Specially skilled mechanics and other Commer experts are always in attendance and the repair and service facilities are such that a complete overhaul can be executed with no greater difficulty than the merest mechanical adjustment.

**R and R Petrol-Electric Super-Mobile Crane.** — The R and R Super-Mobile Crane, made in four sizes to lift and carry 1, 2, 3½/5 & 6 tons, has been designed by Ransomes & Rapier, Ltd., Waterside Iron Works, Ipswich, to meet conditions which differ from those already so capably dealt with by the Standard Mobile Crane, first placed on the market nearly five years ago, and of which the firm have sold several hundreds all over the world. Whilst the Super-Mobile Crane can do everything that the more familiarly known Standard Mobile is capable of doing it can also rotate the jib without moving the road wheels. As the tail radius of the rotating superstructure is relatively small, the Super-Mobile Crane may be used in even more restricted conditions than is possible with the other type and there is a further advantage that when rotating the load, power consumption is reduced and wear on the rubber tyres is entirely avoided. The arrangement provides, as with the Standard model, for travel on a continuously diminishing or

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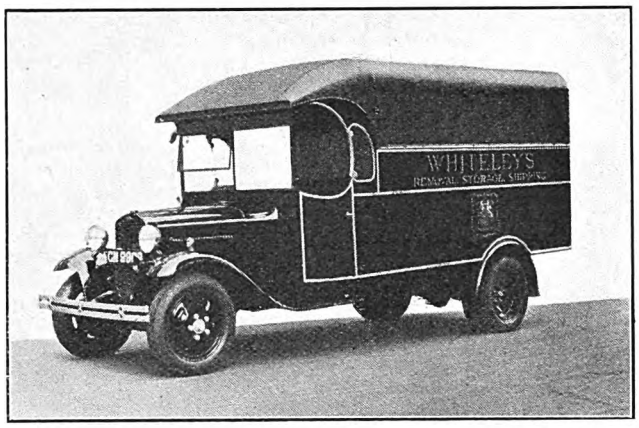
increasing radius, there being no instant between moving straight ahead and moving at minimum radius when it is necessary to stop the crane for manipulation of controls. This feature is unique.

**An Attractive Vehicle for Whiteley's.**—We illustrate a vehicle recently acquired by Wm. Whiteley, Ltd., of Westbourne Grove and Queen's Road, London, W.2, the design of the body being very attractive. The body is mounted on the ordinary 30 cwt. Ford chassis with a wheelbase of 157 ins. and is most useful for light and




AN ATTRACTIVE VEHICLE FOR WHITELEY'S.

quick work—the interior measurements are 10 ft. 6 in. long, 6 ft. wide and 6 ft. 2 in. high, so that it has a capacity, less the wheel arches, of 390 cubic feet. The layout of the writing, etc., is a departure from the firm's ordinary vehicles, the bottom panel being in black, the centre panel in "Whiteley Red," with a black top, the whole lined out with white, presenting a very attractive appearance. Furthermore, the rear doors have patent hinges, which do not allow them to be opened any wider than the width of the van, so that when the doors are thrown open they automatically remain so until a small spring catch is released. In addition there is room for three men comfortably in the driver's seat, besides the driver, and just to the left behind the driver there is a door which opens for access to the interior.

**The A.A. Office Broadcast.**—A microphone and loud speaker installation has been installed by Philips Lamps, Ltd., at Fanum House, the London Headquarters of The Automobile Association. From a microphone on his desk, Mr. Stenson Cooke, the Secretary of the A.A., is able to speak simultaneously to the whole of his Headquarters' staff, numbering over five hundred. The A.A. is the first to use this practical adoption of wireless, which enables heads of large businesses to maintain personal contact with large staffs.

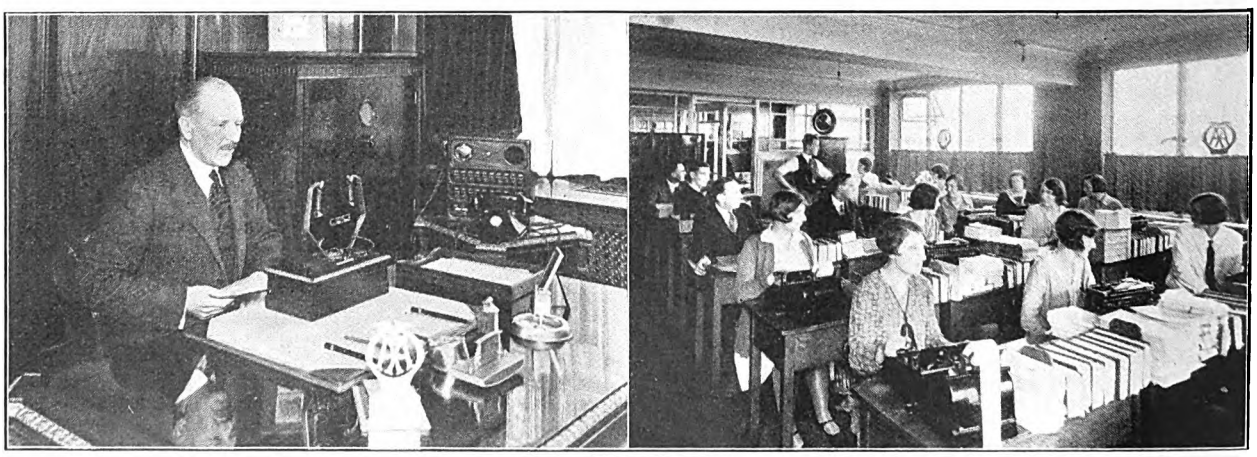
**"Buyers' Bulletin."**—We have perused with much interest the first issue of the *Buyers' Bulletin* the official organ of the Buyers' Provident Association and the 25,000 merchandise buyers of the United Kingdom. The Editor of the "Bulletin" is Mr. H. Cooper Day who is well known to many of our readers. Mr. Cooper Day is also Secretary of the Buyers' Provident Association. The Association was born 25 years ago at a gathering at which Mr. Cooper Day was himself present. Right from its inception the Association has concerned itself with the personal welfare of its members.

**Institute of Transport Lecture for Graduates and Students.**—On April 21st at 6 p.m. at the Institution of Electrical Engineers, London, Mr. R. Bell, C.B.E., a Vice-President of the Institute of Transport, will lecture on "Transport Developments in 1930."

**New Dunlop Factory. Great Workshops Opened in Japan.**—On the occasion of the opening of the new Dunlop factory built on the site of the old one at Kobe, Japan, for the manufacture of tyres and every type of industrial rubber product, Sir George Beharrell, managing director of the Dunlop Rubber Co., Ltd., dispatched the following message of congratulation: "Board and Directors of Dunlop Company, England, send warmest congratulations on opening of your magnificent new factory which will fully maintain the quality of Dunlop products and worthily symbolises the industrial genius of two great friendly nations.—Beharrell."

**Coward or Corpse?** — In the March number, "On Guard," the little monthly magazine of the National "Safety First" Association, reaches its first birthday. For twelve months it has carried on gallantly its self-appointed task of saving life and limb. The anniversary number contains articles of unusual variety. Among the contributors to it are Sir Gerald Bellhouse, the Chief Inspector of Factories, and Mr. John Hill, the General Secretary of the United Society of Boilermakers. Writing of the industrial development and the change in our attitude towards the value of human life, Mr. Hill announces the truly alarming fact that 90 per cent. of all accidents are caused by ignorance, carelessness or rashness. His conclusion, with which every sane person will very strongly agree, is that "it is better to be a coward than a corpse." In its own way "On Guard" is very effectively preparing the way for Safety Week, May 10th to 16th, in which over 300 local authorities have already promised to take part. Lt.-Col. J. A. A. Pickard is the General Secretary of The National "Safety First" Association, and the offices are at 119, Victoria Street, London, S.W.1.

**Great Eastern Train Ferries.**—The Eighth Ordinary General Meeting of Great Eastern Train Ferries, Limited, was held in London on March 31st. Lord Daryngton (the chairman), who presided, said that the net profits for the past year were £17,982, compared with £25,066 in 1929. It was not, he said, surprising that the freight receipts and working profits of the service were reduced; such had been the common lot of most shipping and transport undertakings during the past year. Having regard to the general state of trade, the tonnage carried in 1930 might well have shown a larger reduction. Their Train Ferry Service was in a position to play an important part in helping industry in the solution of some of its problems. It was not only in the matter of rapid transport and in the fact that fragile and perishable goods were transported without being handled, that the service made its appeal. Heavy weights had to be shipped by ordinary steamers necessitating special cranes, special



A.A. EFFICIENCY.

Left: Mr. Stenson Cooke, Secretary of the Automobile Association, broadcasting over the Philips installation at Fanum House, the A.A. Headquarters. The microphone enables him to communicate simultaneously with the whole of his Headquarters' Staff. Right: Some of the Staff of the A.A. listening to a broadcast by Mr. Stenson Cooke.

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arrangements made for unloading, none of which difficulties arose in the Ferry Service. The report was unanimously adopted.

**Bouts Brothers Expansion.**—Mr. Oswald Tillotson and Mr. T. E. Rhodes have joined Mr. E. L. Bouts (managing director) and Mr. R. W. Bouts as directors of Bouts Brothers, goods haulage contractors, of Bow Road, E. Mr. Tillotson will be Chairman of the Company. Mr. Tillotson is Chairman and Managing Director and Mr. T. E. Rhodes is a director of Oswald Tillotson (1929), of Burnley, road transport engineers, and Northern representatives of Associated Equipment Company, Ltd.

**International Commercial Motor Transport Exhibition.**—The Society of Motor Manufacturers and Traders is now actively engaged in the organisation of the 10th International Commercial Motor Transport Exhibition to be held at Olympia from November 5th to 14th next (immediately following the International Motor Exhibition), for which purposes the whole of the accommodation of the extended premises will be brought into use. The Sections to be incorporated are:—Commercial Motor Vehicles and Bodywork; Commercial Vehicle Accessories and Components; Commercial Vehicle Tyres; Works Trucks; Service and Garage Equipment.

**The London Chamber of Commerce.**—The Chamber this year celebrates its Jubilee, and the Corporation of the City of London have kindly granted the use of Guildhall for the purpose of the Annual Dinner. His Royal Highness Prince George, K.G., will be the principal guest on this occasion, and the date fixed is Tuesday, May 19th. Amongst the other guests will be H.E. The American Ambassador (Brig.-Gen. Charles G. Dawes, C.B.), The Right Hon. William Graham, M.P. (President of the Board of Trade), and The Right Hon. Viscount Hailsham. The Lord Herbert Scott, C.M.G., D.S.O., D.L. (President of the Chamber) will occupy the Chair. The price of Tickets is £2 2s. each (including wine and cigars), applications for which, with remittance, should be made as early as possible to the Chamber at Oxford Court, and 97, Cannon Street, London, E.C.4.

**West Yorkshire Road Car.**—The twenty-fourth annual general meeting of the West Yorkshire Road Car Company, Ltd., was held last month in Harrogate. Mr. John F. Heaton (the chairman) presided and in the course of his address said it was very gratifying to have the privilege of presenting accounts which disclosed record profits, particularly having regard to the extreme depression in trade which had prevailed—and unfortunately still existed—throughout practically the whole of the area covered by the company's operations. The gross profits for the year were £171,256, an increase on the previous year of approximately £37,000.

**Mansion House Association on Railway and Canal Traffic.**—The Annual General Meeting of this Association will be held at 96, Victoria Street, Westminster, London, S.W.1, on April 24th at 3 p.m. Included in the special business to come before the meeting is to receive and adopt the following Special Resolution of the Council and Executive Committee:—"That the name of the Association be changed from its present title to: The Mansion House Association on Transport (Incorporated)."

**B.A.I.F.R. Annual Meeting.**—The Annual General Meeting of the British Association of International Furniture Removers will be held at the Guildhall, Portsmouth, on Thursday, May 21st, at 10.30 a.m. As will be seen from an announcement in another part of this issue the meeting of the B.A.I.F.R. will be followed by the annual conference of the Furniture Warehousemen and Removers' Association.

**Denmark. Call for Tenders for Transport System, Lifting Equipment, etc., for the New Municipal Slaughter House, Copenhagen.**—The Commercial Secretary to His Majesty's Legation at Copenhagen reports that the Copenhagen Municipality has published a call for tenders for the supply and delivery of the rail transport system, lifting equipment, and all other special arrangements necessary for the transport and storage, etc., of carcases in a new municipal slaughter house comprising chilling rooms, meat stores and other service; and further, for the entire layout of a pig slaughtery and a cattle slaughtery. A copy of the tender documents (in Danish) including a specification of the plant and material required, together with drawings has been received by the Department of Overseas Trade, and is available for loan to firms desirous of tendering for equipment of British manufacture, in order of application. Sealed tenders must reach the office of the City Architect (Stadsarkittektens Tegnestue) Ingerslevsgade 50, Copenhagen, Denmark, before 2 p.m. on Tuesday the 5th May, 1931. Firms who decide to submit a tender for the equipment required in this case are requested to notify the Department of Overseas Trade.

**Pirelli's Glasgow Depot.**—Pirelli, Ltd., the well-known tyre manufacturers, have vacated the premises until recently occupied by them at 44, Carlton Place, Glasgow, and their new address is Pirelli, Ltd., 55/57, Cadogan Street, Glasgow, C.2. Mr. T. C. Perkins, who has had a long and varied experience in tyre sales and service, is now supervising Pirelli's interests in Scotland.

**Whist for Charity.**—A charity whist drive and dance, held at Morpeth by the staff of F. W. Jermy and Co., Ltd., omnibus proprietors, Felton, realised £25. Morpeth Cottage Hospital and the Royal Victoria Infirmary, Newcastle, have each received £12 10s.

## MERSEYSIDE.

**Mersey Tunnel Tolls.**—Next year traffic will be using the new Mersey Tunnel which, it is estimated, will be toll-free in about fifteen years' time. The maximum tolls for vehicles scheduled in the Act will probably be found to be on the high side ranging up to 7s. for a tractor with trailer. There is no difference in the charge for heavy vehicles whether laden or empty. The Corporations of Liverpool and Birkenhead may provide a service of buses between the two boroughs and beyond, the only restrictive condition being that they must not under-cut the Mersey Railway, either now or when the tunnel has become toll-free.

**Drivers should be Warned.**—Many complaints have been received of the nuisance caused on the by-pass in Prescot Road, Knotty Ash, Liverpool, when drivers of steam wagons taking water from service boxes empty their ash-boxes in the road. These are receiving the attention of the health authority.

**Warrington Horse Parade.**—The date of the Warrington horse parade is now fixed for Saturday, May 16th. Last year the prize money amounted to £40 and there were also four silver cups which will be offered again this year. The Mayor (Ald. D. Plinston) is the president of the Parade Committee and Councillor H. Fairclough, chairman.

**Demonstrations of New Plant.**—Recently there was demonstrated at Liverpool, a crane specially built by Walkers Bros. (Wigan), Ltd., capable of lifting and carrying a 32-seater bus half full of passengers. An indicator shows safe weights at various angles of the jib and horns are sounded automatically if the hook or jib is raised too high or if the weight attempted is too great. Demonstations of the Karrier "mechanical horse" with hydraulic harness have been given at the L.M.S. Park Lane goods station, Liverpool, by Mr. J. V. Wilson, of Karrier Motors, Ltd., Huddersfield, and Mr. H. A. Edwards, of the Liscard Motor Co., Ltd., the local agents.

## MANCHESTER.

**Transport on the Wireless.**—Mr. R. Stuart Pilcher, general manager of the Manchester Corporation Transport Department, and Mr. Matthew Anderson, of Liverpool, recently broadcasted a discussion on the problems of public transport. Mr. Pilcher, in discussing street congestion, made the interesting announcement that the Manchester Corporation has negotiated the purchase of a "large loading station" to relieve the congestion caused by buses stopping in Piccadilly to take up passengers.

**More Diesel Buses for Manchester.**—Four new motor buses fitted with Diesel engines from Crossley Motors, Limited, are to be purchased by the Manchester Corporation Transport Committee. This decision is connected with the successful results obtained during the three months a Diesel bus has been running on the 53 route. The estimated saving is about £300 a year. Liverpool has discussed crude oil buses but has decided to defer the question during the experimental stage.

**Removal Contractor's Death.**—Mr. Richard Knight, a partner with his brother, Mr. Jack Knight, in the firm of Messrs. Knight Brothers, removal contractors, of Ashton, a business which they founded some twenty-five years ago, died recently at the age of 46 years.

**Rawtenstall Appointment.**—Mr. F. Lythgoe, who for 16 years was in the service of Lancashire United Transport and Power Co., and who became general manager of the Leigh Corporation bus department, has accepted the position of general manager of the Rawtenstall Corporation's tramways and omnibus undertaking.

**Horse Hire Contracts.**—Manchester Corporation Paving, etc., Committee has entered into contracts for the hire of team labour for six months from April 1st, with the following:—J. Jackson, J. Hancock, W. Leigh, A. Mountfield, J. H. Peck & Sons, Ltd., R. Melling, J. Bray, W. Tonge, Wilson & Co. (Ardwick), Ltd., J. Hancock, P. Lawless, T. Seward, D. Clay, G. H. Brocklehurst, C. Cooper, J. & G. Evans, W. S. Thorpe, P. Doherty, A. Peck, J. W. Street, G. Wilson, J. A. France, South Manchester Coal Co., S. & S. E. Royle, D. Middleton, J. Biesty, J. A.

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Shafto, J. Wharton, J. Walmsley, W. Lancashire, H. Evers, Ltd., J. Bacon, Mrs. S. A. Green, and E. & R. Hughes—all of Manchester—Team labour. C. Horrocks, Manchester—Removal of materials from Docks.

The Gas Committees work (twelve months) has been allocated thus:—J. Biesty & Son, J. Bray, J. W. Cage, C. Cooper, E. Davies, C. Edwards, H. Evers, J. Hancock, S. Hynes, W. Leigh, G. Massey, R. Melling, D. Middleton, A. Mountfield, J. Peck, R. Riley, G. Welsby, and J. Wheeldon.

**Traffic Commissioners Get Busy.**—The Traffic Commissioners for the North-Western Traffic Area will hold their first public sitting about April 20th, at Manchester, to hear applications from a number of municipalities, including Manchester and Salford, and transport companies for licences to continue the services of motor buses run by them during the past year.

## NORTH-EAST COAST.

**Omnibuses to Replace Trams?**—Negotiations were still proceeding at the time of writing between Tynemouth Electric Traction Co. and Whitley & Monkseaton Urban District Council for the abolition of the tramway service and the substitution of modern motor buses. For some months both types of vehicles have been running on the route connecting North Shields, Tynemouth, and Whitley Bay. The Traction Company owns both the trams and the buses.

**"No Smoking."**—As S.M.T. motor buses pass through Stirling or Falkirk, it is not an uncommon sight to see a long distance passenger put out his cigarette or put his pipe in his pocket as these towns are approached. There are apparently stringent local regulations concerning smoking in buses. A notice in the bus declares that "Smoking in this vehicle is strictly prohibited while passing through the burghs of Stirling and Falkirk. Anyone breaking this regulation will be prosecuted."

**Safety First.**—Newcastle City Council has been asked to authorise the expenditure of £5,000, a Government grant included, for providing further traffic signals and safety islands in the centre of the city. Last year 1,837 persons were injured and 34 killed in the streets, the majority outside the one mile radius from the Central Station.

**Bedlington Council Bus Scheme.**—The proposed closing of Choppington Station by the L.N.E.R. has caused Bedlington Council to enter into negotiations with the Company for the acquisition of a stretch of road, with the object of running buses for Choppington residents. This would open the entire road alongside the railway from Choppington to Bedlington and, with a convenient bus service, minimise the inconvenience caused by closing the station.

**Tram Workers' Plea.**—Newcastle Corporation's Transport Committee has advised the officials of the Transport and General Workers' Union that extra holidays for tramway employees cannot be conceded under current conditions. It had been suggested that annual holidays, with pay, be increased from 8 to 12 days; and the Committee says a like claim in a more prosperous time would be considered sympathetically.

## HULL.

**The Proposed Humber Bridge.**—The hearing of the Humber Bridge Bill, one of the most important measures to be dealt with by a House of Commons Select Committee this Session, will be opened on Tuesday, April 21st. The Committee will consist of Mr. W. R. Raynes (Soc., Derby), Capt. D. W. Gunston (C., Thornbury), Mr. J. Walker (Soc., Newport), and Sir John Ferguson (C., Twickenham). The Bill provides for the erection of a road bridge across the River Humber, at Hessle, a few miles above Hull, with the necessary approaches and roads, and the Government will give 75 per cent. of the estimated cost of nearly £2,000,000. There are over a score of petitions against the scheme, and one of the largest arrays of counsel ever seen in the Committee Rooms at Westminster will be engaged. The hearing is expected to extend over a fortnight.

## SOUTH WALES.

**Cardiff's Mammoth Garages.** — Cardiff will shortly possess two of the largest omnibus garages in the country, and the building to house 145 vehicles for the Corporation in Sloper Road is rapidly approaching completion. It will cost £36,000 and will be fully equipped with oil tanks, water, heating, lighting, and other necessary appliances, with offices for a clerical staff. The site adjoins Ninian Park, the ground of the Cardiff City Football Club.

**Western Welsh Omnibuses, Ltd.** — The staff of the Western Welsh Omnibuses, Ltd., have moved to their new offices and garage for 100 buses on the Cowbridge Road at the garden city of Ely, just outside Cardiff. These buildings have cost £30,000, and the site of 12 acres offers a big margin for further development. Mr. A. Gray (General Manager), Mr. Williams, G.W.R. representatives, and Mr. S. B. Norris (Accountant), and their staffs are at Ely, and Mr. G. H. Lockley remains in charge of the old Cardiff Penarth Road Depot.

**New By-Pass.**—The opening of the new by-pass road from East of Bridgend to West of Laleston completes a great improvement in South Wales. Practically the whole of the new road runs through virgin, undeveloped country, and motorists will be greatly relieved to avoid the tortuous streets of Bridgend, with a "death trap" corner at the bridge, and the dangerously narrow road at Laleston. It means a great saving of time and the avoidance of terrible risks. The cost of construction was approximately £133,000, and in opening the road on March 26th, Colonel D. Watts Morgan, D.S.O., M.P., Chairman of the Roads and Bridges Committee, said only £33,250 of this would be paid by the Glamorgan County Council. He said it was anticipated that there would be five million vehicles, or 25 to the mile, on the roads in five years time. Major Sam Evans, South Wales Divisional Engineer for the Ministry of Transport, referred at the subsequent luncheon to the advantages of the new road, and expressed the hope that trees would be planted to give it a boulevard effect.

## NORTHERN IRELAND.

**A Respite.**—The Londonderry and Lough Swilly Railway, which runs from Derry and serves part of Co. Donegal, was to have been closed at the end of March, as Government grants, which have been given for a number of years, were to stop. The employees were put on notice, but as the result of negotiations, the Northern Ireland Government has agreed to give a grant of £3,862 in the present year, and £2,500 next year, in order to carry on the line for goods traffic and a small amount of passenger traffic. These grants, the Government say, represent "absolute finality." As a result of this arrangement, only one-third of the employees, or one hundred of them, will lose their employment.

**Harland and Wolff Deliver the Goods.**—The magnificent new motor vessel, "Reina del Pacifico," built by Harland and Wolff, Belfast, for the Pacific Steam Navigation Company's Liverpool and South American service, completed her trials in Belfast Lough on March 24th, when a luncheon was given on board by the builders. Amongst those on board were the Duke of Abercorn, Governor of Northern Ireland—who is connected with the Pacific Steam Company—the Duchess of Abercorn, Mr. F. E. Rebbeck, Chairman of Harland & Wolff, Ltd., and Mr. William Lewis, General Manager of the Pacific Steam Company. Mr. Lewis said this was the first time his company had been in collaboration with the Government of Northern Ireland, and their relations had been of the most satisfactory and cordial nature; while Harland & Wolff had "delivered the goods."

## IRISH FREE STATE.

**Imports of Commercial Motor Vehicles Increasing in the Irish Free State.**—The trade returns of the Irish Free State for the month of January last go to show that 1931 has started favourably so far as the imports of motor cars and commercial motor vehicles are concerned. Imports of the latter continue to increase, and the year has begun very well and favourably for users of motor vehicles for transport and trading purposes. During January, 145 commercial motor vehicles, of the value of £23,860, were imported, as compared with 103, of the value of £20,073, during January, 1930. Chassis for motor cars imported numbered 67, valued at £11,738, as against 60, of the value of £13,545 imported in the first month of 1930. Up to 603 touring motor cars, of the value of £79,583, were imported during January last, which was one less than the number imported in January, 1930.

**Motor Taxation in the Irish Free State.**—At a meeting of the Executive Council of the Irish Free State Association of Chambers of Commerce, held in Dublin on March 23rd, and which was attended by delegates from the Waterford, Cork, Limerick, Dublin, Drogheda, and Dundalk Chambers of Commerce, statistics in respect of motor taxation and road expenditure in the Irish Free State, came on for consideration. From these returns it appeared that the amount of motor taxation for the year ended March 31st, 1930, was £868,000, and for the previous year £730,000. It was interesting and instructive to note how motor taxation in the Free State progressed during the past eight years. For the year ended March 31st, 1923, motor taxation amounted to £100,000; in 1924, to £421,500; in 1925, to £458,500; in 1926, to £517,000; in 1927, to £612,000; and in 1928, to £666,000.

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# League of Nations.

## The European Road Traffic Conference.

The European Traffic Conference met at Geneva from March 16th to 30th.

After electing as President M. Eckardt (Germany), and as Vice-Presidents M. Gianni (Italy) and M. Rubik (Czechoslovakia), the Conference constituted four Committees:

*First Committee*—Commercial Motor Transport: Chairman, M. Rasinski (Poland).

*Second Committee*—Road Signalling: Chairman, M. Stievenard (Belgium).

*Third Committee*—Taxation of Foreign Motor Vehicles: Chairman, M. Borduge (France).

*Fourth Committee*—Triptychs: Chairman, M. Carlos Resines (Spain).

The Conference concluded two conventions, one on the unification of road signalling, the other on the taxation of foreign motor cars. It also concluded a customs agreement for the cancellation of triptychs.

As regards the international *régime* of commercial motor transport, the discussion brought to light a number of legal problems which require further investigation based on a comparative examination of the municipal law of the various States represented. In these circumstances, the Conference expressed the view that any Convention that might be concluded before there had been time to proceed to such investigation and at a time when the laws of the various countries were in process of evolution must neglect the fundamental principles governing the subject. It therefore decided to suspend its work and instructed the Transit Organisation to continue its investigation of these questions.

Convention on the Unification of Road Signals.

This Convention was signed by ten countries: Belgium, Czechoslovakia, Danzig, Denmark, France, Germany, Luxemburg, Poland, Switzerland, Yugoslavia. Its object is the national and international unification of the signs employed for regulating motor traffic. The Conference reduced these signs to the minimum compatible with efficacy. It also limited the inscriptions or signs on the road signs themselves. It distinguished three main reasons for the existence of signals: 1. danger; 2. formal regulations; 3. optional information for the assistance or information of the driver.

The first category of signals is to be triangular, the second circular and the third rectangular.

The Conference adopted certain new signals: 1. to give warning of a danger other than those covered by the 1926 Convention (a triangle with a vertical bar in the middle); 2. a sign for priority of passage (a full triangle with the point downwards); 3. a sign indicating the vicinity of a customs house (a disc with a horizontal stroke and the word "customs").

The Conference also dealt with the question of light signals and signalling by officials directing traffic and by drivers of vehicles. It recommended that the Permanent Road Traffic Committee should energetically pursue its study of these problems and that young people in all countries should receive special training enabling them to recognise the dangers of the road and to guard against them.

Taxation of Foreign Motor Vehicles.

This Convention was signed by nine countries: Belgium, Czechoslovakia, Denmark, Danzig, Great Britain, Luxemburg, the Netherlands, Poland and Switzerland. It aims at the exemption of private touring cars from the taxes or charges levied on the circulation or possession of motor vehicles in the country visited, or in any part of that country. The exemption does not apply to taxi cabs, hired cars and vehicles used for the public conveyance of passengers for payment (motor buses and motor char-a-bancs). The duration of the exemption was fixed at ninety days in each year. These ninety days may be made up of one or several stays. Days are counted from midnight and the day of entrance and the day of departure are counted as one day whenever they are not separated by an interval of more than one day. If a foreign vehicle prolongs its stay for more than ninety days, it will be treated as a motor car registered in the country having begun to travel on the ninety-first day.

The Convention provides for the establishment of a fiscal permit for one year, issued not only by the competent authority of the country of registration but also, if need be, by a body designated for the purpose by the said authority. No duplicate or new permit may be issued for the same vehicle during the year of validity. However, in the case of the registration of the vehicle in a new country a new permit may be issued, providing exemption for ninety days. If a motorist leaves a country without an exit visa that country may refuse him exemption for the remainder of the year during which the permit is valid. Fiscal permits may be endorsed at the frontier by an office other than the customs house. The permit will be drawn up in the language of the country of issue. It will have a blue cover, which will bear a translation in each of the languages of the contracting parties of the words "fiscal permit." Entries in writing shall be written in Latin characters or in English cursive hand.

The Swiss delegation submitted a reservation in virtue of which Switzerland will be entitled to continue to apply a system of ninety consecutive days renewable on arrival. Should the motorist remain in the country in excess of the period, the authorities would be entitled to collect taxes in accordance with their law. The French delegate stated that he was unable to sign the Convention at present as the French authorities were contemplating complete re-organisation of the system of taxation of motor cars in France. As soon as circumstances permitted, his country would accede to the Convention.

*The Customs Agreement on Triptychs* was signed by nine countries: Belgium, Denmark, France, Germany, Great Britain, Luxemburg, the Netherlands, Switzerland and Yugoslavia.

In all cases where the production of a consular certificate for the purpose of verifying a triptych or a customs *carnet* is permitted, the party concerned may furnish a certificate from the customs authority of another country stating that the vehicle is within that country. The certificate should contain all particulars of identity entered in the triptych or customs *carnet* and should not be issued unless the vehicle has been identified by inspection as being that referred to in those documents.

# Third-Party Risks on Day Hire Work.

An important question concerning third-party risks led one of the Liverpool transport associations to take legal advice. It was supposed that a public body engaged to pay a haulier at so much per day for the loan of wagons and men to carry material to a housing estate. The wagons and men during the period of employment were under the control of a corporation official. The question at issue was:—If one of the wagons did damage whilst carrying out the contract, on whom does liability fall:—the hirer, the haulage contractor or the builder.

The courts are constantly having to deal with cases which hinge on the distinction between a servant and an independent contractor, because in practice a person may buy the benefit of services from another, without having the right to control those services or to issue orders to the person rendering them. The line of demarcation between an independent contractor and a servant is often a very fine one. If, in the case mentioned, the municipality would allow no interference by the wagon owner or contractor whilst the wagon and men were on their work, then it would seem they would be liable for damages caused by the wagon or men as long as they were under the direct control of the hirer, provided, of course, the liability of the hirer was not restricted by terms of contract.

If the wagon owner sub-contracts, and wagons are supplied by another owner to do the job under conditions similar to those outlined above, the question arises which of the two wagon owners, the hirer or the builder, is responsible. In such a case a contractor who obtains a job which necessitates the employment of additional motors should give notice to the hirer (his employer) that for the purpose of carrying out the contract he is engaging additional wagons and men from a third party (specified) and putting them under the control of a hirer's foreman.

Another question which has been raised is the liability of an owner-driver who does not insure, but who undertakes work on a day rate under the direction of a foreman employed by the hiring party. The legal advice in this case indicated that the mere fact of the owner-driver hiring his wagon and himself on a day rate did not cease to make him an independent contractor, and he is liable for damage occasioned by him or his second man. It is dangerous to assume that the owner-driver can say the corporation is liable for his damage because the hirer's foreman directs the job. The hirer's authority over the wagon owner and his second man would be a question of fact, not of law.

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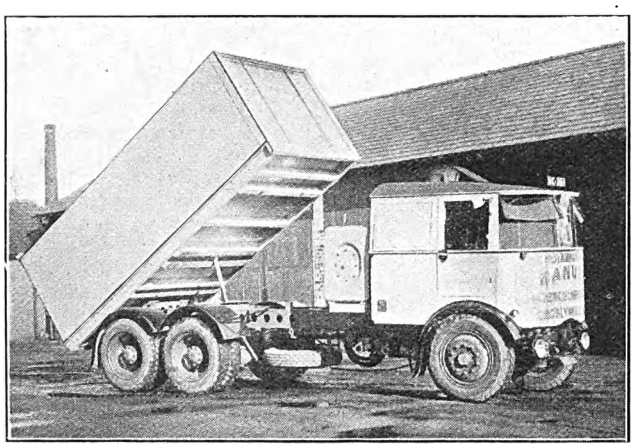
# Motor Notes.

**A Foden for Farm Haulage.**—The West Norfolk Farmers' Manure & Chemical Co-operative Co., Ltd., of King's Lynn and Boston, have recently taken delivery of a Foden "Speed-Twelve" pneumatic tyred six-wheeler fitted with an end-tipping body of 19 cu. yds. capacity. It is to be used for the haulage of chemical manures to local farms. The body is designed to carry 12 tons and the platform is 15 ft. long by 6 ft. 10 ins. wide. The end-tipping gear is worked by hydraulic power supplied from the boiler feed pump. The wheels are fitted with 40 ins. by 8 in. pneumatic tyres, single front and twins on each rear axle. The bogie axle castings are of the bowl type, and power is taken to each driving axle by worm gear from the cardan shaft. The bogie is attached to the main frame by a strong central casting. The engine is of the simple expansion type with two cylinders 5 in. bore by 7 in. stroke, placed transversely under the frame. The valves are of the poppet type actuated by the camshafts. The drive is through a two-speed gear box. The rated power of the engine is 80 b.h.p. at 500 r.p.m. The horizontal water tube boiler has a working pressure of 275 lb. per sq. inch.



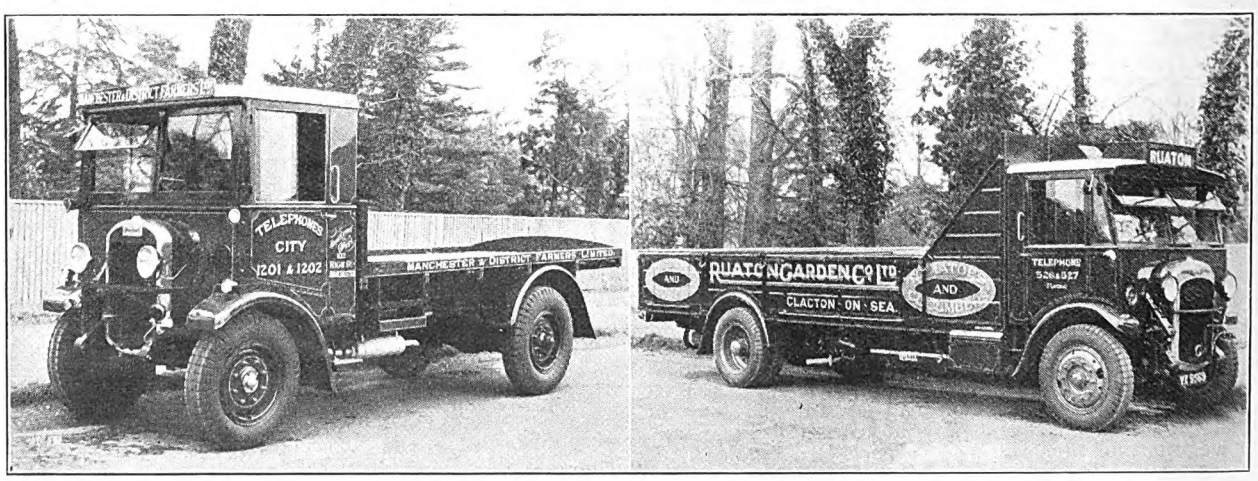
A FODEN "SPEED TWELVE" FOR FARM TRANSPORT.

**Henry Boys Trailers.** — Henry Boys & Son, Walsall, have sent us brief particulars of the very comprehensive range of trailers manufactured by them including 2, 4 and 6 wheel models both for ordinary transport from 10 to 12 cwt. up to 8 to 10 tons and for extraordinary transport up to 20 tons. Henry Boys & Son have been manufacturing trailers for road transport for over 40 years. They inform us that in the construction of their trailers no cast iron is used but that steel forgings or rolled sections are used exclusively. The turntables are provided with thrust ball races and the forged steel hubs are provided with adjustable taper roller bearings. The wheels are demountable steel disc which may be equipped with either solid or pneumatic tyres.

**The A.E.C. on the Farm.**—One of the most modern establishments of its kind is the model farm maintained near London, by Mr. J. Pierpoint Morgan, the financier. To its up to date equipment has just been added this smart A.E.C. 110 h.p. "Majestic" van which is used for a variety of purposes including, as shown in the photograph, the transport of pigs.

PIGS TAKE A DRIVE IN AN A.E.C.

**Thornycroft Sales.**—The two interesting photographs here reproduced show vehicles recently sold by John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, S.W.1, one being a hinged sided lorry mounted on the firm's six-cylinder forward control long wheelbase passenger chassis for the express transport of fruit, vegetables and flowers, whilst the second is the firm's latest forward control two-ton platform lorry.




TWO INTERESTING THORNYCROFT VEHICLES.

**Lubricants for the C.M.U.A.** Sternol, Ltd., 110, Cannon Street, E.C.4, announce that in competition with about 60 lubricating oil concerns they have been appointed by the Commercial Distributors (Yorkshire), Ltd., as official suppliers of motor oils and greases to the members of the Yorkshire section of the Commercial Motor Users' Association. A contract has been arranged under which special grades of oils and greases are available at very attractive prices to such members as may wish to take advantage of them. The Commercial Distributors (Yorkshire), Ltd., are the buying organisation for the Yorkshire

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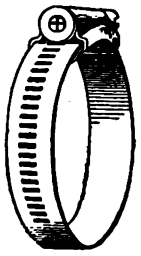
section of the Commercial Motor Users' Association, and the oil contract represents part of the buying scheme arranged for the benefit of the members.

**Latest Model Scammell Six-Wheeler.** — The vehicle illustrated is the latest model six-wheeler manufactured by Scammell Lorries, Ltd., of Watford and High Holborn House, 52-54, High Holborn, W.C.1. It is mounted on the new 13.5 section low pressure single pneumatic tyres on the driving and carrier wheels and 9 ins. section low pressure tyres on the front. The 13.5 tyres replace the previous 40 ins. by 8 in. twin equipment and are stated to be much superior. It is said that an appreciable improvement in petrol consumption is obtained, and that the resiliency and riding qualities are much improved, the rolling resiliency is reduced and the working temperature is considerably less. This particular vehicle has been recently delivered to A. F. Hancock, Ltd., of Attercliffe, Sheffield.

THE LATEST MODEL SCAMMELL SIX-WHEELER.

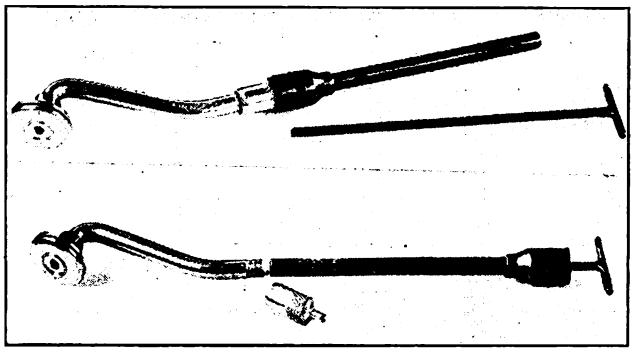
**D.B. Super Trailers.**—D.B. Super trailers, as illustrated, are built by B. Dixon Bate, Bridge Works, Tarvin Road, Chester. The chassis are solidly built of steel, welded together at the corners and are rigidly stayed by two tubular steel cross members at each spring mounting. A triangulated steel bracing member equally distributes the towing load. All 12 cwt. and 18 cwt. models are fitted with the "D.B." patent automatic servo brake gear. It is of simple design and extremely reliable. As the unladen weight of the 6 cwt. model is under 2 cwt., the law recognises that brakes are unnecessary. All these trailers can be towed behind any type of private or commercial vehicle. They do not affect the speed or petrol consumption of the towing vehicle, and it is obvious that they add to the carrying capacity of commercial vehicles at very little extra cost. Particular attention is drawn to the "D.B." patent automatic servo brake mechanism which is both powerful and smooth in action. It can be left applied when the trailer is standing unattached to the car.

**Jubilee Worm Drive Clips.**—The makers of these clips, Messrs. L. Robinson & Co., 14, London Chambers, Gillingham, Kent, have received the following unsolicited testimonial from the Ainsdale Garage & Engineering Co., Ltd., "Your clips are the finest in the world, but we obtain our supplies from Leo. Swain." We are informed that these clips were used on the world's fastest racing car, and on the last Schneider Trophy Engine. Messrs. L. Robinson & Co. inform us that they are prepared to give a free sample clip to any of our readers who write mentioning THE WORLD'S CARRIERS AND CARRYING TRADES' REVIEW.



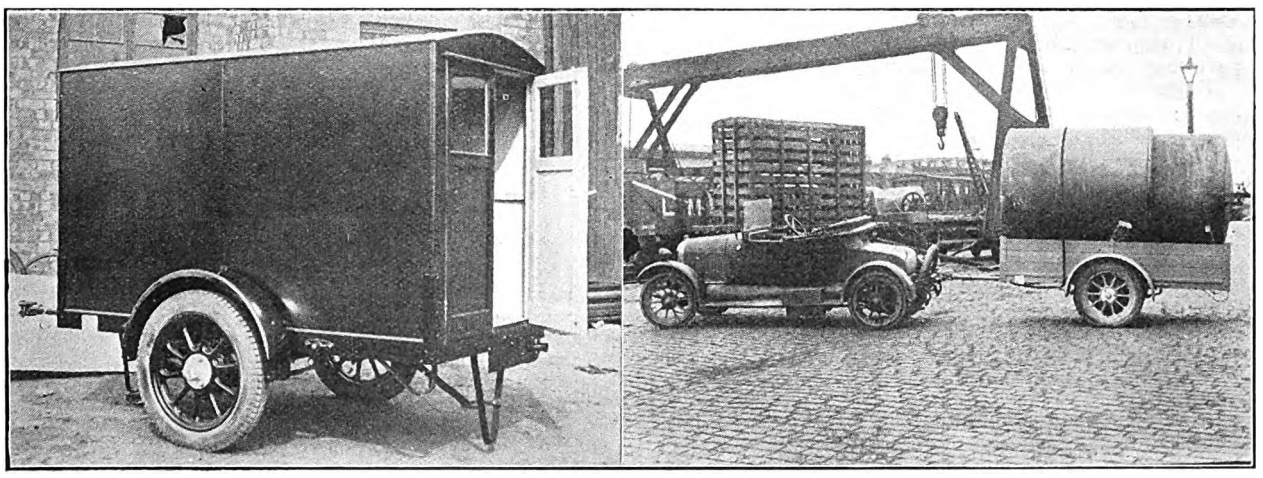
THE JUBILEE WORM DRIVE CLIP.

**A New Valve Tool.**—The Dunlop Rubber Co., Ltd., have produced a new type of valve tool for twin pneumatics. It does away with the necessity for thrusting the hand through the outer wheel to the inner valve. It is shaped so that it can be pushed through from the outside on to the valve cap and it is then rotated so as to unscrew the cap. The other end of the tool is next used and it is so designed that the valve "inside" is engaged and unscrewed in the bore of the tool. Retail price is four shillings.



THE NEW DUNLOP VALVE TOOL.

**The "Norvic" Pressure Cleaning Tank.**—A new cleaning tank has been placed on the market by R. Cadisch & Sons, 5 & 6, Red Lion Square, London, W.C.1. It has a heavy welded steel body supported on a steel axle frame. The paraffin is contained in the bottom of the tank and is forced by a powerful semi-rotary pump, through a spray nozzle, giving a high pressure output which removes all foreign matter from the articles to be cleaned. The latter are supported on a channel section steel platform capable of supporting great weight. The platform is removable for cleaning purposes. The intake of the pump is fitted with a floating diaphragm to ensure that only liquid is passed through the pump. The lid of the tank can be adjusted to any desired opening during cleaning operations. The dimensions are 3 ft. long by 2 ft. wide by 2 ft. deep. Height overall 3 ft. The price is £13.



LEFT: 18-CWT. D.B. TRAILER VAN MODEL E. 18F. RIGHT: 18-CWT. D.B. TRAILER MODEL E. 18C.

**Manchester-Commercial Price Reductions.** — As and from April 9th last, the Manchester-Commercial 30-35 cwt. models are reduced by £30 the chassis now being £230. The Standard 2-ton models are reduced by £13 the 2-ton chassis now being £285. The long wheelbase 2-ton chassis is reduced from £330 to £315.

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# County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

R. Stockley, 110, East Street, Corfe Castle, Dorset, haulage contractor. £59/19/8. November 1st.

Austin Birks, 67, High Street, Chorlton-on-Medlock, Lancs., furniture remover. £33/1/11. January 16th.

Builders' Materials Transport Co., Ltd., Great West Road Extension, Hounslow, Middlesex, transport contractors. £33/16/4. January 16th.

Robt. Croft, c/o 21, Stocks Lane, Rawmarsh, Yorks., haulage contractor. £22/8/3. January 14th.

G. Edmunds, 7, Cornwall Street, Cottingham, Yorks., haulage contractor. £40/18/11. January 10th.

Chas. Flint, Carr Vale, Bolsover, Derbyshire, haulage contractor. £35/10/2. January 20th.

P. S. Hollands, Lavender House, Halstead, Essex, cartage contractor. £49/5/9. January 19th.

David Pitchford, 25, Hind Street, Burnley, Lancs., haulage contractor. £25/14/2. January 23rd.

E. Bailey, James Street, Louth, Lincs., haulage contractor £30/3/10. January 27th.

L. G. Perfect, Rodney House, Pier Plain, Gorleston-on-Sea, Suffolk, carting contractor. £38/19/2. January 26th.

Wm. Collins & Sons, Station Road, Heathfield, Sussex, haulage contractors. £27/16/8. January 12th.

B. Gilbert, 72, Gosford Street, Coventry, haulage contractor. £35/0/0. January 19th.

Jas. Barrett, 4, Platt Lane, Hindley, Lancs., haulage contractor. £66/14/3. January 22nd.

C. W. Blythman, Walkerith Road, Morton, Lincs., carting contractor. £34/19/0. January 22nd.

Wm. Clayton, Humphrey Street, Lower Gornal, Staffs., motor haulage contractor. £41/9/10. January 30th.

Prior's Transport, Ltd., 24-6, Stanworth Street, S.E., transport contractors. £35/5/11. January 23rd.

Geo. Higginson, Duggins Lane, Tile Hill, Warwick, steam haulage contractor. £33/1/0. February 2nd.

Howell Reynolds, New Mill, Milo, Llandebie, Carmarthen, haulage contractor. £36/5/6. January 19th.

J. Riddet, 98, Stamford Road, East Ham, road transport contractor. £108/0/9. January 14th.

Mrs. M. V. Fugh, Warsash Garage, Warsash, Hants., char-a-banc proprietor. £31/4/2. February 5th.

Parker & Wood, Sunnyholme, Church Road, Leyland, Lancs., haulage contractors. £37/8/1. January 31st.

Wm. Clayton, 7b, Humphrey Street, Lower Gornal, Staffs., haulage contractor. £33/19/0. February 11th.

B. H. Cartwright (Tdg. as Simplex Carrying Co.), 113, Bradford Street, Birmingham, transport contractors. £53/0/0. January 21st.

B. Jeffrey, Bell Lane, Wilton, Wilts., haulier. £29/0/3. February 5th.

Napier Transport Co., 34, Ritchings Way, Ivor, Bucks., transport contractors. £29/8/9. February 16th.

E. Bracewell, Ramsden Farm, Walsden, Lancs., farmer and haulage contractor. £34/7/6. February 13th.

W. B. Charnley, 54, Fishwick Parade, Preston, haulage contractor. £31/10/10. February 16th.

Leslie Thornber, 63, Basnett Street, Burnley, Lancs., haulage contractor. £31/13/0. February 18th.

J. Wilson, 3, Harboard Terrace, Promenade, Waterloo, Lancs., haulage contractor, etc. £32/11/6. February 16th.

Wm. R. Wootton, 85, Conduit Way, Stonebridge, Middlesex, cartage contractor. £28/16/10. February 14th.

A. E. Flintoff, 23, Kenilworth Road, Leamington, Warwick, haulage contractor. £42/8/6. February 17th.

Wilfred Heath, 122, The Circle, Manor Estate, Sheffield, haulage contractor. £99/8/10. February 6th.

R. G. Ford, 8, Littlegate Road, Paignton, Devon., haulier £39/4/6. January 12th.

A. R. Calder, 85, Byne Road, Sydenham, cartage contractor. £30/9/6. February 20th.

# The Gazette.

## Dissolutions of Partnership.

Alfred Thompson, Thomas Hardwick Thompson and Alfred James Thompson, trading as A. Thompson & Sons, haulage contractors. Clock Mill, Cleckheaton, Northumberland. 1st July, 1930. All debts by Alfred Thompson and Thomas Hardwick Thompson who will continue.

James Wilson Haile and Edward Fell, trading as Haile & Fell, haulage contractors, The Station Garage, St. Bees, Cumberland. 31st January, 1931. All debts by Edward Fell who will continue trading as "Fells."

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

George Booth, 8, Harewood Road, Doncaster, Yorkshire, haulage contractor. Receiving order and order of adjudication, February 6th.

Albert Edward Buckberry, Wellingore, Lincolnshire, carrier, etc. Receiving order and order of adjudication, February 18th. Public examination, April 16th, at Boston.

Cecil Ernest Chandler, 16, Bradmore Street, Cambridge, lately haulage contractor. Receiving order and order of adjudication, February 16th.

Arthur George Spencer Bagot, lately 38, Heckfield Green, Cross Street, Hoxne, Suffolk, haulage contractor. Receiving order and order of adjudication, February 17th.

Frank Cross, 84, High Street, Ramsey, Huntingdonshire, haulage contractor. Receiving order and order of adjudication, February 18th.

William John Fisher, 48, Derby Road, North End, Portsmouth, road transport contractor, lately trading as "Fisher and Fisher," 5 and 7, Highbury Street, Portsmouth, also Star Street, Ware, Herfordshire. Receiving order, February 17th. Public examination, April 13th, at Portsmouth.

Horace Whitehead and Harold Whitehead, trading as "Whitehead Bros.," Renishaw, haulage contractors. Receiving order and order of adjudication, February 20th.

George Bailey, 3, Elm Street, Hanley, Staffordshire, formerly New House, Leek Road, Hanley, motor omnibus proprietor. Receiving order and order of adjudication, February 20th.

Charles Maurice Gilbert, North Kyme Drove, Billinghay, Lincs., haulage contractor, etc. Receiving order and order of adjudication, February 21st. Public examination, April 16th, at Boston.

Henry Coleman Higgins, trading as H. C. Higgins & Son, 2, The Crescent, Buxton Road, Leek, Staffordshire, haulage contractor, etc. Receiving order and order of adjudication, February 24th.

George Towers, 22, Lancaster Terrace, Chester le Street, Durham, motor coach proprietor. Order of adjudication, February 5th.

Tom Maude, Upcroft Farm, Carlton Lane, Guiseley, Yorkshire, haulage contractor. Public examination, March 17th, at Leeds.

## Notices of Dividend.

Charles Alexander Heginbottom, 66, Shawbrook Road, Burnage, Manchester, motor coach proprietor. No. 65 of 1930. First and final of 3¼d. in the £. Payable at the Official Receiver's Office, Byrom Street, Manchester.

Francis William Wright, London Road, Tetbury, Gloucester, motor engineer and haulage contractor. No 15 of 1930. First and final of 3s. 0¼d. in the £. Payable at the Official Receiver's Office, 38, Regent Circus, Swindon, Wilts.

Frederick Sidney Pedley, 4, Wharncliffe Grove, Frizinghall, Bradford, lately Otley Road Garage, Baildon, Yorkshire, trading as T. C. Pedley & Son, haulage contractor, etc. No. 74 of 1930. First and final of 1s. 1¾d. in the £. Payable at the Official Receiver's Office, 12, Duke Street, Bradford.

Herbert Harwood, trading as Herbert Harwood & Son, The Old Saw Mills, Water Street, Aberavon, Port Talbot, Glam., haulage contractor. No. 27 of 1929. First and final of 2¾d. in the £. Payable at the Official Receiver's Offices, Government Buildings, St. Mary's Street, Swansea.

Peter Scott, "Roscombe," Cheltenham Road, Gloucester, lately Mynyddbach House, Shirenewton, Chepstow, Monmouthshire, haulage contractor. No. 13 of 1929. Supplemental of ¼d. in the £. Payable at the Official Receiver's Office, 34, Park Place, Cardiff.

Joseph Hindley, 25, Old Hall, Highwood Road, Mexborough, Yorkshire, lately 5, Mexborough Road, Bolton upon Dearne, haulage contractor. No. 76 of 1929. First and final of 3s. 4¾d. in the £. Payable at the Official Receiver's Offices, 14, Figtree Lane, Sheffield.

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# New Companies.

**Wharf Transport Company, Ltd.** (254,507).—Private company. Registered February 28th. Capital £1,000 in £1 shares. Objects: To adopt an agreement with H. A. Coghlan and A. L. Coghlan, and to carry on the business of quarry masters and stone merchants, haulage contractors, carmen, general carriers, railway and forwarding agents, etc. The first directors (to number not less than 2 nor more than 5) are: H. A. Coghlan, A. L. Coghlan. Secretary: H. A. Coghlan. Registered office: 2, Wharf Street, Lancashire Hill, Stockport.

**Singer Transport Co., Ltd.** (254,602). — Private company. Registered March 4th. Capital £100 in £1 shares. Objects: To carry on the business of haulage and transport contractors, carriers of passengers and goods, etc. The directors are: A. Singer, W. H. S. Singer. Secretary: Miss Gladys M. Chauncy. Registered office: New Court Chambers, 57/8, Chancery Lane, W.C.2.

**Gosnell Brothers, Ltd.** (254,617). — Private company. Registered March 5th. Capital £3,000 in £1 shares. Objects: To carry on business as haulage and transport contractors, carriers, railway and forwarding agents, motor engineers, repairers and agents, garage proprietors, etc. O. H. Gosnell is the first and permanent director. Registered office: 30, Raymouth Road, Rotherhithe, S.E.16.

**Annandale & Walker, Ltd.** (254,642).—Private company. Registered March 6th. Capital £1,000 in £1 shares. Objects: To carry on the business of garage and petrol filling station proprietors, motor car, cab, omnibus and coach proprietors and jobmasters, carriers of passengers and goods, etc. The directors are: A. J. Annandale, W. A. Walker. Registered office: Pilton Garages, Boutport Street, Barnstaple, Devon.

**J. & W. Jay (1931), Limited.** (254,678).—Private company. Registered March 7th. Capital £300 in £1 shares. Objects: To carry on the business of carmen, contractors and warehousemen in London or elsewhere. The directors are: W. J. P. Jay, R. J. B. Bushnell. Registered office: 44, Bedford Row, W.C.1.

**Huntingdon Coaches, Ltd.** (254,712).—Private company. Registered March 9th. Capital £500 in £1 shares. Objects: To acquire the business of a motor coach proprietor heretofore carried on by H. G. Donne, at Houghton, Hunts. The directors are: H. G. Donne, Mrs. Mabel L. Donne.

**C. D. Barnard Air Tours, Ltd.** — C. D. Barnard Air Tours, Limited, was registered as a "private" company on March 9th with a nominal capital of £100 in £1 shares. The objects are to acquire lands suitable for aerodromes, landing grounds, air parks and flying clubs; to enter into and carry into effect agreements with the Secretary of State for Air or with any other Government authority or department relating to the operations of the company; to carry on and to make arrangements for and procure to be carried on air transport services of all kinds; to establish and carry on or take part in carrying on flying clubs and associations, and to carry on the business of consultants and advisers in all aeronautical matters, aerodrome architects, aeronautical engineers, manufacturers of and dealers in aircraft, etc. The directors are: C. D. Barnard, Mrs. M. E. Barnard (both permanent). Registered office: 625, Grand Buildings, Trafalgar Square, W.C.2. The file number is 254,703.

**Anglo-African Airways, Ltd.**—Anglo-African Airways, Ltd., was registered as a "private" company on March 9th, with a nominal capital of £20,000 in £1 shares. The objects are to exploit, survey, establish and maintain aerial routes, demarcation of airways, aerodromes, and repair and store depots in British, Colonial and foreign countries; to negotiate with British, French, Dutch, Belgian, Portuguese, Spanish, other foreign and colonial governments and companies for rights to use and operate in or over their respective territories; to negotiate and operate air routes in co-operation with British and foreign companies for the transport by air, railway, motor, river or sea of passengers, mails, freight and for any other transport service; to own and operate flying machines, motor vehicles, railways, river and sea-going vessels, etc. The first directors are: Lt.-Com. E. W. B. Leake, Lt.-Col. H. F. O. Thwaites, P. D. Thomas. Acting Secretary: P. E. Evans. The registered office is at 66, Victoria Street, S.W.1. The file number is 254,697.

**Cowbrough & Co., Ltd.** (254,762).—Private company. Registered March 11th. Capital £500 in £1 shares. Objects: To carry on the business of wine and spirit merchants and blenders, distillers, brewers, maltsters, etc. Power is also taken to carry on business as haulage contractors, general carriers, railway and forwarding agents, motor car, omnibus, van and cab proprietors, etc. The first directors are not named.

**Motor Coach Bookings, Ltd.** (254,772).—Private company. Registered March 11th. Capital £200 in £1 shares. Objects: To establish and carry on at Bush House, Aldwych, W.C., and elsewhere, a motor coach agency, touring and travelling agency, travel bureau and booking office, etc. The first directors are not named.

**J. G. Fryer, Hove (1931), Ltd.** (254,856).—Private company. Registered March 14th. Capital £3,000 in £1 shares. Objects: To adopt an agreement with A. E. Hayden, and to carry on the business of furnishers, upholsterers and furniture removers carried on by the liquidator of J. G. Fryer, Ltd., at 118, Church Road and 23, Goldstone Street, Hove. The directors are: A. E. Hayden, Mrs. Ann Hayden. A. E. Hayden signs documents as managing director. Registered office: 118, Church Road, Hove.

**Coach Stations & Bookings, Ltd.** (254,844).—Private company. Registered March 14th. Capital £200 in £1 shares. Objects: To establish and carry on booking offices, tourist and enquiry agencies and trade and other agencies, and to carry on the business of railway, travel, theatre, entertainment and general agents, proprietors of motor coaches, chars-a-banc, omnibuses, lorries, motor cars, ships and boats, aeroplanes, seaplanes, flying boats and aircraft, etc. The first directors are to be appointed by the subscribers.

**Midland Comfy Coaches, Ltd.** (254,891).—Private company. Registered March 16th. Capital £2,000 in £1 shares. Objects: To acquire (1) the business of motor coach owners and garage proprietors carried on by W. J. Wilson, E. Baynton and A. T. Smith, trading as the Midland Garage at 549, Lea Bridge Road, Leyton, E.10, and (2) the business of motor coach proprietors carried on by H. J. Turnham and W. G. C. Crabb, trading as "Comfy Coaches" from the above address. The first directors (to number not less than 3 nor more than 5) are: A. T. Smith, E. Baynton, W. J. Wilson, H. J. Turnham, W. G. C. Crabb.

**Parringtons, Ltd.** (254,896).—Private company. Registered March 16th. Capital £1,000 in £1 shares. Objects: To carry on the business of road transport and motor haulage contractors, general carriers, forwarding agents, etc. The first directors (to number not less than 2 nor more than 6) are to be appointed by the subscribers.

**Glen Omnibus Company (London), Ltd.** (254,913).—Private company. Registered March 17th. Capital £300 in £1 shares. Objects: To carry on the business of omnibus and stage carriage proprietors, carriers of passengers and goods, etc. The first directors are to be appointed by the subscribers. Secretary: W. R. Crockett.

**Charles Wilson (Bushey), Ltd.** (254,928). — Private company. Registered March 18th. Capital £1,000 in £1 shares. Objects: To acquire the business of a coal, coke, wood, sand and gravel merchant, carman and contractor formerly carried on by the late C. Wilson, and now by J. Wilson at 18, Upper Paddock Road, Oxhey, Watford, as "Charles Wilson." J. Wilson shall be permanent governing director subject to holding £500 shares.

**Bartram, Holland Bros., Ltd.** (254,965).—Private company. Registered March 19th. Capital £1,000 in £1 shares. Objects: To acquire the business of a haulage contractor heretofore carried on by W. A. Bartram at Smithy Garage, Rushton Spencer, near Macclesfield. The directors are: W. A. Bartram, Mrs. Adeline Bartram.

**Watford Omnibus Company, Limited.** (254,991).—Private company. Registered March 19th. Capital £500 in £1 shares. Objects: To carry on the business of motor omnibus contractors and proprietors, carriers of passengers and goods in Watford and neighbourhood, garage proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: B. Holt (chairman and managing director), F. W. Holt. Registered office: Primrose Garage, Radlett Road, Watford.

**C. Davies and Sons, Ltd.** (255,099).—Private company. Registered March 23rd. Capital £3,000 in £1 shares. Objects: To carry on the business of haulage contractors, furniture removers, omnibus and char-a-banc proprietors and carriers of passengers and goods in Merthyr Tydfil and neighbourhood, etc. The directors are: Mrs. Celia Davies (chairman and managing director), D. J. Evans, J. R. Evans (all permanent, subject to each holding 100 shares).

**Harris Brothers (Carters), Ltd.** (255,104). — Private company. Registered March 23rd. Capital £100 in £1 shares. Objects: To carry on the business of cartage, haulage, transport and removal contractors, etc. The directors are: C. W. Harris (chairman), F. A. Harris. Secretary. F. A. Harris.

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**Gloucester and London Transport Company, Ltd.** (255,103).—Private company. Registered March 23rd. Capital £1,000 in £1 shares. Objects: To acquire the business of a general carrier and transport contractor formerly carried on by L. W. Smith at Gloucester, as the "Gloucester & London Transport Co." The first directors are to be appointed by the subscribers and shall be permanent. Secretary: C. O. Hobbs. Registered office: Western Mail Chambers, St. Mary Street, Cardiff.

**G. E. Dodd & Son, Limited.** (255,137).—Private company. Registered March 25th. Capital £1,000 in £1 shares. Objects: To acquire the business of a removal contractor and coal and coke merchant now carried on by G. E. Dodd as "G. E. Dodd & Son" at 104a, High Street, Slough. The directors are: Evan Cook, J.P. (managing director and chairman), G. E. Dodd, Mrs. E. M. Salomn, G. Evan Cook. Secretary: J. E. E. Cook. Registered office: 110a, High Street, Slough.

**Davisons (Millwall), Ltd.** (255,134).—Private company. Registered March 25th. Capital £500 in £1 shares. Objects: To carry on the business of road transport contractors of passengers and goods, removers and warehousemen of goods and furniture, vehicular body builders, dealers in all kinds of carriages and vehicles, etc. The first directors (to number not less than 2 nor more than 5) are: G. W. Davison, A. E. Davison. Secretary: G. A. Rowsell.

**Martin Benscher, Limited.** (255,269).—Private company. Registered March 28th. Capital £15,000 in £1 shares. Objects: To carry on the business of general carriers, railway and forwarding agents, bonded and common carmen, shipbrokers, shipowners, wharfingers, storers, packers and warehousemen, removal carriers, etc. The directors are: M. Benscher (permanent governing director), A. C. Benscher, H. H. Benscher. Secretary: H. Benscher Registered office: 49, Leadenhall Street, E.C.3.

**A. Springer (Motors), Ltd.** (255,251). — Private company. Registered March 28th. Capital £100 in £1 shares. Objects: To acquire the business of a haulage contractor carried on by A. Springer as Springer Transport Co., at Spitalfield Market, E. The directors are: H. F. Stewart (chairman), A. Springer. Secretary: H. F. Stewart.

**Osbornes Removers, Ltd.** (255,310).—Private company. Registered March 30th. Capital £1,000 in £1 shares. Objects: To carry on the business of furniture removers, general carriers, railway and forwarding agents, storekeepers, warehouse and depository keepers, etc. The permanent directors are: J. Griffin, Mrs. Catherine S. Griffin. Registered office: 536, Claremont Road, Rusholme, Manchester.

## Mortgages and Charges.

**Plymouth Transport Company, Ltd.**—Particulars filed of debentures for a sum not exceeding £3,320, authorised February 8th, 1931, charged on the company's undertaking, goodwill and property, present and future, the amount of the present issue being £3,320.

**Allan Simpson (Bristol), Ltd.** — Particulars filed of £1,000 debentures authorised February 10th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £500. Issue on February 18th, 1931, of £400 debentures, part of series already registered.

**Modern Travel, Ltd.**—Particulars filed of debentures for sums not exceeding in the aggregate at any one time £2,000, authorised February 14th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £1,150.

**Link Safety Coaches (Bournemouth), Ltd.**—Particulars filed of £500 debentures authorised February 14th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**Hale Garage Coach Company, Ltd.** — Charge on 253-5-7-9-61-3-5, Camberwell Road, S.E., dated February 19th, 1931, to secure £2,024 13s. 10d. Holder: T. Rowe, Chaddlewood, Cockfosters, New Barnet.

**Kingfisher Services, Ltd.** — Debenture dated February 21st, 1931, to secure £875, charged on the company's undertaking and assets, present and future, including uncalled capital. Holder: Capt. H. B. Cornish, 130, Green Lane, Derby.

**S. Green & Sons, Ltd.**—Particulars filed of £2,400 debentures authorised February 23rd, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**George Lunn's Tours, Ltd.**—Land Registration Charge on Premises at 134/136, Wigmore Street, W., dated February 24th, 1931, to secure all moneys guaranteed by the mortgagee to Barclays Bank, Ltd., limited to £25,000. Holders: Southern Railway Co.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Belfast Omnibus Company, Ltd.**—Satisfaction in full on January 1st, 1931, of charge dated June 13th, 1927, and registered June 16th, 1927, securing all moneys due or to become due from the company to Lloyds Bank, Ltd.

**Advance Motor Services, Ltd.**—Satisfaction in full on January 21st, 1931, of debenture dated November 21st, 1928, and registered November 26th, 1928, securing all moneys due or to become due.

**Amalgamated Omnibus Services & Supplies, Ltd.**—Satisfaction to the extent of £8,000 on February 9th, 1931, of mortgage dated November 14th, 1929, and registered November 22nd, 1929.

**Highways, Ltd. (Formerly Overington, Harris & Ash, Ltd.)**—Satisfaction to the extent of £4,500 (being full amount secured) on February 23rd, 1931, of debentures dated January 9th, 1928, and registered January 17th, 1928.

## Receiverships (Appointment or Release).

**R. A. Dagnall (Haulage Contractor), Ltd.**—A. W. Goodfellow, of 90, Cannon Street, E.C.4, ceased to act as Receiver and/or Manager on February 6th, 1931.

**Pride of the Peak, Ltd.**—C. F. J. Taft, C.A., of Victoria Chambers, St. Peter's Church Yard, Derby, was appointed Receiver and Manager on February 18th, 1931, under powers contained in second mortgage or charge dated July 31st, 1930.


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

**Advertisement tariff sent on request.**

**The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.**

**Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.**

**All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."**

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Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**APRIL, 1931.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 320. MAY 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Railway Electrification.

THE report of the Committee on Main Line Railway Electrification is a document of outstanding importance and is a worthy result of the labours of the three members, consisting of Lord Weir of Eastwood, the eminent engineer, chairman, Sir Ralph Wedgwood, General Manager of the London and North Eastern Railway Company and Sir William McLintock, the well-known Chartered Accountant, who in addition to his manifold labours, has been actively engaged on behalf of the Government in connection with the London Passenger Transport Bill.

The terms of reference were:—"in view of the progress which is being made towards wide-spread availability of high tension electrical energy, to examine into the economic and other aspects of the electrification of the railway systems of Great Britain, with particular reference to main line working and to report their conclusions." The committee, therefore, started with the knowledge that an adequate supply of electric current would be available as a result of the great National electricity scheme and it may be added, knowing the urgent need for finding a vastly greater field for the use of the electrical energy which can be supplied. It is a good thing for the Committee that their main duty was to examine and report on the economic aspect of the proposals and it may be stated at once that this they have carried out in a masterly way, so that should main line electrification be decided upon the basis is already laid down upon which to proceed. A careful perusal of the report leads one to the conclusion that as a result of the facilities for producing electrical current now available, the electrification of the main line railways in this country, is not only practicable, but as far as can be seen, also profitable, judged purely from an economic standpoint.

The Committee had before it an example of what has been done in the sphere of suburban Railway Electrification in the work carried out in this direction by the Southern Railway, to whom the highest praise is due for their enterprise, during a period of unprecedented depression—an enterprise which has brought its reward in the shape of greatly increased passenger traffic and revenue. Those of us who have travelled regularly on one of the suburban branches of the Southern Railway for more than forty years cannot speak too highly of the tremendous advance which has been made since the lines were electrified. It has been pointed out, however, that the problem is a different one when we come to consider main lines. Suburban railway lines have their own problems and have felt very seriously the effect of cheap road transport, whether by tram or by bus, but the result of electrifying these lines has been to regain for the railways a considerable portion of the traffic they had lost and of the new traffic which has come along since and this result has been achieved by reason of increased speed and greater cleanliness and absence of smoke and the greatly increased service, which can now be given. It is assumed that main line electrification cannot be expected to increase greatly the amount of traffic available, although this we maintain is merely an assumption, as we believe that every fresh facility given by the railways will result in increased traffic on the lines.

In spite of this assumption the result of the very thorough and expert enquiries made by the Committee over a period covering eighteen months has enabled them to come to the conclusion that main line railway electrification, is not only practicable, but is an economic proposition.

There are, however, other aspects of the question of the greatest importance and these will undoubtedly come to the front as the subject is investigated and discussed more closely. These aspects include the national, the financial and the political phases of the problem. First, how would it affect the country from the national point of view? It is estimated that the scheme, if carried out, will take from 15 to 20 years to complete and will give employment to 60,000 men for the whole of that long period. As against this it is stated that the effect on the national output of coal will be to show a reduction of nearly 10,000,000 tons per annum, reducing the consumption from 13,400,000 tons to 3,650,000 tons. This will result in a tremendous reduction in the number of miners engaged, unless in some way not stated, another outlet can be found for this huge amount of coal. With the coal industry in its present abnormally depressed condition, this is an outlook which it is difficult to face with

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equanimity. Other industries such as that of locomotive building will be seriously hit but it may be assumed that what is lost in one direction will be gained in another.

Then we come to the financial aspect of this scheme. It is estimated by the Committee that the cost to the railways will be £261,000,000 in addition to a cost of £80,000,000 to be found by the Central Electricity Board, who are to provide the transmission lines and the substations and supply the converted energy to the railway companies. In addition to this it is estimated that £45,000,000 will be required to complete the electrification of the suburban lines at present still using steam for haulage purposes. This makes a grand total of £386,000,000, a gigantic figure, even in these days, when we deal in schemes running into millions of pounds without the smallest qualms and with very little apparent consideration.

It was not part of the Committee's work to deal with this aspect of the question, but we can see on what slippery ground they might have walked had their terms of reference been of a wider nature. In a general note at the end of the report they point out that during the last ten years our national expenditure on the construction, improvement and maintenance of roads has probably amounted to the colossal sum of £500,000,000 and is now proceeding at the rate of over £60,000,000 per annum. They draw from this the conclusion that the magnitude of the sum involved should not be a deterrent in itself to the consideration of such a programme. The simple answer to this statement is that the roads belong to the nation and every penny spent upon them is of national benefit and under national control, whereas the railways are private property, subject to legislation and regulation, and therefore, money spent upon them by the nation could only be granted subject to national control, likewise.

This brings us to the most serious point of all and it is to ask whether the railways, if they accept the scheme, which we understand the Government are proposing to put through with all their strength, can raise the necessary money without Government support and backing, because, if not it must lead to Government control, probably leading to unification, with nationalisation as the ultimate goal.

## London Passenger Transport.

THE first instalment of transport nationalisation—the London Passenger Transport Bill—has made considerable progress since we wrote about this in our last issue. The Minister of Transport may congratulate himself upon having come to terms with Lord Ashfield, representing the underground railways of London, The London General Omnibus Co., Ltd., and five tramway companies controlled by him. In this way he has secured most valuable support for his scheme for handing over the entire passenger transport of London to a Public Authority, which will supersede all the private enterprises which have done such great work on behalf of London transport up to now. The Minister of Transport has not only come to terms, but has secured the active support and co-operation of Lord Ashfield and it is stated that he now confidently hopes to carry the Bill through Parliament and have it placed on the Statute Book by August next. Lord Ashfield has acted quite correctly as the head of so many important undertakings in securing the best terms possible for those he represents and having done so in recommending very strongly the acceptance of such terms. Furthermore he has made it clear that he has received assurances from the Minister as to the control of the new Board which are satisfactory to him. As a result it is openly stated that he himself will be the first chairman of the new Authority. Unfortunately this is a business deal, carried out in the best business manner, having the interests of the stockholders and debenture holders in mind. The principle underlying the Bill, of public as opposed to private enterprise, does not arise and this principle must therefore be fought out on the floor of the House of Commons and as a last resort the House of Lords may have a say in the matter. For our part we agree with the remarks of Sir Robert Perks, the veteran railway shareholder, who stated at the meeting, when the terms were so clearly explained by Lord Ashfield, that he would like to see the measure thrown out, as he was opposed to the principle of public ownership of the transport undertakings of London. Should this Bill become Law the way is open for a much larger measure of nationalisation and the three important trade unions concerned are putting their views before the Prime Minister and strongly urging the nationalisation of both road and rail transport. The London County Council are still strong in their opposition to the Bill, but here again it is only a question of terms and if they can get the price to which they think they are entitled, their opposition will also disappear. There must not be any mistake or misunderstanding of the position. While all agree that traffic congestion must be reduced and traffic regulation must be strengthened, there is no reason why this should not be done by private enterprise and those who are supporting the London Passenger Transport Bill are giving a vote in favour of transport nationalisation.

## National Safety Week.

As we go to press the Safety Week arranged by the National "Safety First" Association is in full swing and we wish to add our voice to those who will be speaking on the platform and in the press, on behalf of the splendid work of this organisation. Year by year, the problem of how to prevent accidents on the roads and in warehouses and factories becomes steadily greater and its solution more urgent. The National "Safety First" Council has done magnificent work for years, in educating road users, industrial workers and those in authority, and in this way it has had a marked effect in helping to keep down the gigantic roll of accidents, fatal and otherwise, which we all deplore. It goes without saying that the enormous increase in the number of motor cars and commercial motor vehicles coming upon the streets and roads of this country, week by week and month by month, must result in a tremendous increase in the number of accidents. Human nature, being what it is, it may safely be said that the majority of accidents are due to the failure of precautions, either on the part of the pedestrian or of the motorist, and nothing, but education and intense propaganda, can instil into the minds of all road users the need for caution. It is in performing this admirable work that the National "Safety First" Association is playing so admirable a part. There is only one thing which needs to be said here, and that is that a greatly increased amount of financial support ought to be given to its work and that local authorities, as well as large industrial concerns, should all contribute to help forward the work in which they are so vitally interested. The General Secretary is Lt.-Col. J. A. A. Pickard, D.S.O., The National "Safety First" Association, 119, Victoria Street, London, S.W.1, who will be glad to receive and acknowledge all contributions and to give full details of the work of the Association. In this connection, reference may be made to a Safety First Competition on the Highway Code, which has been organised by the Association. The competition opened on Monday last, May 11th, and closes on July 15th next. The prizes, amounting to £5,000, have been guaranteed by Mr. Gordon Stewart, Governing Director of Stewart & Ardern, Ltd., a Vice-President of the Association. This competition should arouse great interest in the Highway Code, which has been drawn up to assist users of the road and to help forward the same good cause of "Safety First," as is being done by the National "Safety First" Association.

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# Personal Notes.

**Metropolitan Railway Appointment.** — The Board of Directors of the Metropolitan Railway have appointed Mr. G. Hally, Traffic Manager to the Company in succession to the late Mr. W. Holt. He will continue to carry on his duties as Mechanical Engineer to the railway. Mr. Hally was born in Glasgow in 1885. He was educated at Uddingston Grammar School and the Royal Technical College, Glasgow. He served an apprenticeship of six years with Alley and McLellan, Limited, of Glasgow, and gained further experience with John Taylor and Sons, civil engineers, of Westminster, S.W.1, serving for three years as Mechanical Draughtsman and four years as Resident Engineer. Mr. Hally then became Chief Engineer of the Sun Power Co., Limited, of London and Cairo, and later Assistant Works Manager to W. H. Dorman and Co., Limited, Stafford. Some time later he took over the engineering managership of the Gloucestershire Aircraft Co., Limited, at Cheltenham. Subsequently, he occupied the position of Works Manager with several other concerns, and in July, 1923, he was appointed Chief Mechanical Engineer of the Metropolitan Railway.

MR. GEORGE HALLY.

**Great Western Railway Appointments.**—The Directors of the Great Western Railway have authorised the following appointments:—Traffic Department: Mr. F. R. Potter, Operating Assistant to Superintendent of the Line, to be General Assistant to Superintendent of the Line; Mr. B. M. Gordon, Station Master, Wolverhampton, to be Station Master, Cardiff General Station. Goods Department: Mr. C. Bassage, General Assistant to Chief Goods Manager, to be Principal Assistant to Chief Goods Manager; Mr. F. W. Lampitt, District Goods Manager, Liverpool, to be Assistant to Chief Goods Manager and Development Agent, Paddington; Mr. T. Martin, Goods Superintendent, Paddington, to be District Goods Manager, Liverpool; Mr. C. E. Boxall, Goods Superintendent, Birmingham, to be Goods Superintendent, Paddington; Mr. J. A. Warren King, Chief Clerk and Assistant District Goods Manager's Office, Newgate Street, London, to be Goods Superintendent, Birmingham.

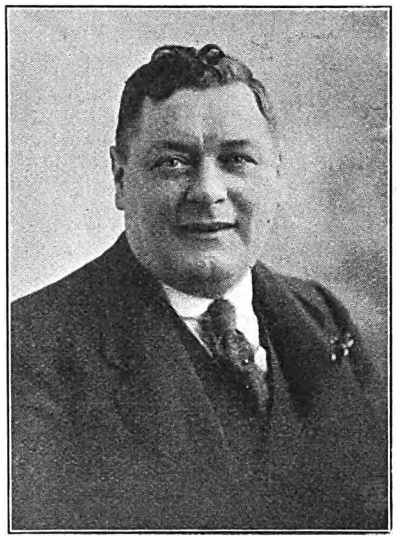
**Honour for Mr. John Godden.**—We offer our congratulations to Mr. John Godden, the head of the firm of Godden & Son, Canterbury, removal and warehousing contractors, upon his appointment as a Justice of the Peace. Mr. Godden, who is well-known throughout the removal and warehousing trade, is a Past-President of the Furniture Warehousemen and Removers' Association and takes an active part in local affairs in Canterbury, having filled the position, amongst others, of Chairman of the Canterbury and District Chamber of Trade.

**New General Manager and Engineer for Hull Tramways.**—Mr. D. P. Morrison, General Manager and Engineer of Dundee Corporation Transport since 1926, has been appointed General Manager and Engineer of Hull Corporation Tramways. Mr. Morrison is a graduate of Durham University. Before going to Dundee he was Engineer and Deputy Manager to Gateshead and District Tramways Company, of which his father was General Manager.

**Mr. E. B. Hutchinson.**—We offer our congratulations to Mr. E. B. Hutchinson who has been elected Chairman of the Leeds and District centre of the Institute of Transport for the session which commences next autumn.

**Important Addition to Crossley Sales Staff.**—Mr. W. H. Keys, one of the best known personalities in the commercial vehicle industry, has joined the Municipal Sales Staff of Crossley Motors, Ltd. Mr. Keys has for the past two years been associated with the Vulcan Motor & Engineering Co. (1906), Ltd., for whom he has done excellent work. In view of the popularity amongst municipalities of the Crossley production and particularly of the latest Crossley heavy oil engine, the adhesion of Mr. Keys to the Crossley organisation is an event of some importance.

**Mr. W. J. Lake's New Appointment.**—The Directors and staff of the Merseyside Touring Company, Ltd., on April 30th, presented an oak bureau to Mr. W. J. Lake, Manager of the coaching department. Mr. Lake, who has been with the Merseyside Touring Company since it began operations in Liverpool, and has been responsible for much of the great progress which has been made, has been appointed to the position of General Manager of Messrs. R. Barr and Co. (Leeds), Ltd., motor haulage contractors and motor coach owners, of Leeds.



MR. W. J. LAKE.

**Promotion for Mr. E. L. Cadwallader.**—In connection with the arrangement entered into between C. A. Vandervell and Co., Ltd., and Robert Bosch, A.G., we are very pleased to note that Mr. E. L. Cadwallader, who has been associated with the C.A.V. concern for many years and is extremely well-known and popular in the commercial vehicle world, will be General Sales Manager.

**Bean Cars, Ltd. New Appointment.**—Mr. E. Genna has been appointed Sales Manager of Bean Cars, Ltd., Tipton, Staffs. In notifying us of this appointment it is mentioned that Mr. Genna was lately Sales Manager of the Commercial Vehicle Department of A. J. Stevens & Co. (1914), Ltd., and previously was in control of commercial vehicle sales for the Star Motor Co., Ltd.; prior to that he was Sales Manager of the Sunbeam Motor Co. In view of the introduction of the "New Era" truck reported in our last issue, in addition to the other well-known products of this firm, this appointment is one upon which both Mr. Genna and Bean Cars, Ltd., are to be congratulated.

**Obituary.**

We regret to announce the death of Mr. C. E. Schneider-Hall, Joint Managing Director of European & General Express Co., Ltd., general shipping, insurance, clearing and forwarding agents and export packers whose head offices are at 37, Upper Thames Street, London, E.C.4. The death of Mr. Schneider-Hall will involve no change in the management or conduct of the Company's business, which will be carried on by the remaining Directors as heretofore.

# Institute of Transport.

THE Council of the Institute of Transport, at its meeting on May 11th, elected the undernamed to take office on October 1st, 1931:—

**President:**

Mr. Frank Pick, Managing Director of the London Underground Railways and L.G.O.C. Group.

**Past-Presidents to serve on the Council:**

Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B.; Sir Joseph Nall, D.S.O., T.D., D.L.; Mr. Roger T. Smith; Sir Josiah Stamp, G.B.E.; The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.

**Vice-Presidents:**

Mr. A. L. Barber; Mr. R. Bell, C.B.E.; Mr. J. H. Follows, C.B.E., M.V.O.; Mr. R. J. Howley, C.B.E.; Major-General S. S. Long, C.B.; Sir David J. Owen.

**Hon. Treasurer:**

Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B.

**Hon. Librarian:**

Mr. W. V. Wood.

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# The Institute of Transport.

## Debate on the Final Report of the Royal Commission on Transport.

THE meeting of the Institute of Transport held in the Lecture Theatre of the Institution of Electrical Engineers, London, on April 13th, last, was devoted to a discussion on the Final Report of the Royal Commission on Transport.

**THE HON. SIR ARTHUR STANLEY**, the President of the Institute occupied the Chair.

**MR. W. V. WOOD**, a Vice-President of the London, Midland and Scottish Railway, said his remarks had necessarily to be confined to the Final Report of the Royal Commission on Transport, and he spoke as an individual member of the Institute, although naturally his chief concern was with the railway aspect of the question.

The Commission referred to the fact that under the Railways Act, 1921, there was an amalgamation of existing companies, and not an allocation of the railway system of the country into definite geographical areas. This had to be coupled with the fact that a large number of the joint lines had still continued in existence. The result was that the Act, so the Commission said, had not resulted in a scientific arrangement from the geographical standpoint. That was quite true, but a re-parcelling of all the railways of the country into particular areas was part and parcel of the problem, and even if there were unanimity in the country, not only as between the railway companies, but as between various trades and towns, there would be very great difficulties still to overcome. These difficulties were felt when the Act of 1921 was passing through Parliament, and if the framers of that Act were unable to tackle the question, it was difficult for the privately owned railway companies to tackle it now.

He wished to mention the question of economy resulting from amalgamation. The Commission seemed to confuse economies which were effected as a result of steps taken by the railways in anticipation of amalgamation or rendered possible by amalgamation. The particular economies made possible by Section 59, of the Railways Act, were comparatively small—about a couple of million pounds, so far as he remembered; but that figure, which necessarily was found six or seven years ago, before the Railway Rates Tribunal began their work of fixing a standard revenue, was an unfortunate one to take when compared with the wider economies which had in fact resulted from amalgamation. If it were not for the striking economies made, some of the railways could not have carried on during recent years, and the policy of amalgamation had undoubtedly kept open certain railway lines which might otherwise have had to shut down.

### RAILWAYS AND THE ROADS.

It was suggested that the railway companies in a few years would become the largest road operators in respect to passengers in the country, and the Commission expressed doubt as to the wisdom of establishing omnibus services in direct competition with their railway services. It was entirely incorrect to say that the railways had expended money on operating road services. They had not done so; they had taken an ownership share in a large number of road undertakings outside the London area, but he knew of no case where they had expended capital sums of any importance, and of no case where they had established services in direct competition with their railways, nor did the Commission indicate any such cases. In fact, the railway companies by their part ownership of these omnibus undertakings, and the agreements they had made with the undertakings, which had worked very well indeed—had been able to secure some co-ordination of passenger traffic, including in that measure the closing of unremunerative branch lines and the withdrawal of unremunerative trains. The closing of these lines had caused some concern to the Commission, who stated that it meant the disappearance of facilities available to passengers. He knew of no such case. In every case he had seen, before the line was closed, adequate arrangements had been made for alternative facilities by road.

### THE USE OF CONTAINERS.

Another railway criticism referred to the under-use of containers. He was not sure whether that was a criticism of the traders or of the railways, but he was not aware of any complaints as regards the number of containers available. Whatever the final use of containers might be, undoubtedly their use was going to be a prominent feature of railway working in the future.

**MAJOR-GENERAL S. S. LONG, C.B.**, President of the Commercial Motor Users' Association, said that he could not help thinking, that if it was desired to do anything as regards some of the recommendations of the Royal Commission there were certain points which needed repeated emphasis. There was the question of weak bridges. There were throughout the country somewhere in the neighbourhood of 5,000 weak bridges. In the Midlands alone there were over 300 restricted in their use, more than half on scheduled roads. He ventured to think that they should urge on all occasions that the recommendation of the Royal Commission that a definite sum be set aside for the immediate repair of weak bridges at the rate of £1,000 a year until all the bridges in the country had been put right, should be enforced.

The question of level crossings required to be dealt with immediately. Toll bridges and toll roads were an anachronism and a sum should be set aside out of the proceeds of motor taxation for the purpose of freeing them.

### PROPOSED LICENSING OF ROAD HAULIERS.

The only criticism he ventured to make of the Royal Commission's Report was with regard to their recommendation for the licensing of road hauliers. He was glad to find that he was in agreement with one of the members of the Commission who differed from his colleagues on this subject, in saying that the licensing of road hauliers, or any restrictions upon them other than those laid down in the general motoring laws was unnecessary and was hampering to industry. He thought the proposal of the Royal Commission in this respect was likely to do more harm than good. The people of this country suffered too much from unnecessary legislation. Why it should be necessary to licence a road haulier he could not conceive. The operation of economic laws could be trusted eventually to solve the question whether there were too many of them. In a few years' time, he ventured to think, without any further laws or regulations this matter would adjust itself and road hauliers would take their economic place according to their value.

**MR. R. FANE DE SALIS, B.A., F.G.S.**, President, Canal Association, drew attention to the recommendations of the Royal Commission so far as they were based on the evidence placed before the Commission by the Canal Association. The first point which that Association had made was as to the necessity of amalgamations. When it was remembered that about 30 independent canal companies owned an average of 50 miles each, the necessity for such amalgamation seemed to go without saying. Such amalgamations were required if the canals were to be brought up-to-date and to be worked economically. One large amalgamation had taken place during the last two years, namely, the Regent's Grand Junction and the Warwick Canal, for which the speaker thought he might congratulate himself as having been primarily responsible.

In recommending, as the Commission did, the necessity of further amalgamations on main routes, they said, as did the Commission before them, and the Committee of 1921, that if within reasonable time the canals did not amalgamate, they should be amalgamated as a public trust compulsorily, and the Commission added the very important recommendation that where railway links were involved, the railway company should be heard only as to price. He thought that the line which the Commission had taken as to improvement of canals was a very sane and sensible one. They were not recommending any excessive outlay. They stated that any elaborate scheme of standardisation would be unduly expensive.

The Canal Association raised, as did the railways, the question of motor transport competition. About that he need say little, because those whom he represented were entirely at one with the earlier speaker (Mr. Wood). They agreed with him as to the unfair competition to which both were subjected. But one recommendation was forthcoming from the Commission which he thought might be of value if carried out, namely, that lorries weighing four or more tons empty should pay a higher tax, and that at the maximum weight the tax should be as much as £120. He thought that anything of that sort would be a help to canals, because naturally their competition was chiefly in regard to heavy goods, and the extra tax on an unusually heavy lorry would not stop what he hoped to see come into much more extended use, that is, the use of lorries by the canals themselves to distribute and collect their traffic.

**MR. R. E. HERDMAN**, President, Dock and Harbour Authorities' Association, said that docks provided the essential junction between land transport and sea transport, and the great aim of those responsible for the management of dock undertakings was—or should be—to provide adequate and efficient accommodation so that the safe and rapid movement of traffic from land to sea or *vice versa* might not be obstructed or arrested.

The Report made it clear that it was a gratifying feature that at the large ports especially the dock authorities had kept well abreast of modern requirements. In some instances

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their efforts had gone considerably ahead of present requirements, and this had had the result that in certain cases equipment had not been used to an extent justifying its provision. Each authority, however, could only do its best to solve its own particular problem.

**THE RT. HON. SIR ARTHUR S. T. GRIFFITH-BOSCAWEN,** the Chairman of the Royal Commission on Transport, said that the Commission was set a very large and difficult task.

Their first two Reports were largely the law of the land. The members of the Commission had always recognised that their last Report, which dealt with the development and co-ordination of all forms of transport, would be far more difficult and far less likely to be carried into immediate effect, but he wanted to make clear what the Commission had had at the back of their minds in presenting that Report. They were trying to regard all forms of transport from the national standpoint, recognising that transport was the handmaid of industry, and that the cheaper and more effective it was the better it would be for British industry as a whole. Therefore, they could not favour any particular kind of transport and wished to see how each kind could best serve the national interest. That was the angle, and the only angle, from which they had approached the subject.

The great principle was that each form of transport should do its part, and that where competition came in, the State should hold the balance as fairly as possible between all of them. Another matter which the Commission had very much at heart was, that in this country wasteful competition could not be afforded. For one form of transport to be unnecessarily competing with another was not to the national advantage. They felt that an attempt should be made to co-ordinate all forms of transport, and dovetail them one with another so that each played its appropriate part. That was a most difficult task—he thought in many ways an impossible task—to set any Commission, but they had tried to carry out the intention so far as they could.

With regard to railways he had no complaint to make of the criticisms which Mr. Wood had uttered. What he had been a little surprised to notice was that the railway companies, although they had objected to some of the criticisms of the Commission, had failed to perceive that in many respects the Reports had been very greatly to their advantage. What the Commission had tried to do was to hold the balance perfectly fairly, recognising as they did that the railway companies had been, and in their opinion must remain for many years, the principal means of transport in this country.

He had rather expected to hear something in the way of hostile criticism of the proposal to increase the taxation upon heavy commercial vehicles. At the present time there was a scale of increased taxation for commercial vehicles of over a certain weight. The taxation was so much for a vehicle exceeding 2½ tons and not exceeding 3 tons; it was so much more for a vehicle exceeding 3 tons and not exceeding 4, and so on until one came to 5 tons, and after 5 tons there was a flat rate. He did not see how that could be justified. Surely if a vehicle of 5 tons did a great deal more damage to the roads than a vehicle of 4 tons, it followed of necessity that a vehicle of 6 tons did more damage than one of 5, and a vehicle of 10 tons much more damage than one of 6. Therefore, the Commission proposed that there should be a graded scale based largely on the fact, stated by every road surveyor, that these heavy vehicle were the principal cause of the deterioration of the roads. It was, therefore, proposed to extend the scale, and make the maximum figure something like £120.

**BRIG.-GEN. SIR H. OSBORNE MANCE, K.B.E., C.B., C.M.G.,** British Director, German Railway Company, said it would be a great help if the interested parties in this country could get together as objectively as possible and agree exactly how to calculate the charges which should be borne by motor transport to make it self-supporting in the sense of being no longer subsidised. In this country we were much nearer to motor transport paying its way than in any other country. It seemed evident that the regulation of taxation was not the sole or the chief consideration in determining the relation between rail and road transport. It seemed to him that the main problem lay rather in the fact that the railway tariff structure, including publicity and non-discrimination in tariffs, together with the obligation to accept traffic and to provide certain non-paying services, was only applicable in monopoly conditions, which no longer existed. With passenger traffic we were in the process of restoring monopoly conditions.

With regard to goods classification and railway rates, the Commission stated they were "not prepared to make any recommendation which would have the effect of disturbing the existing system." The Commission added that the railways shared this view. He wondered why. Was it likely that the transport system of this country would adapt itself to the entirely changed conditions if it refused to consider anything which "would have the effect of disturbing the existing system?" The problem of rail and road co-ordination required the widest outlook. The only practicable solution he had been able to think of to give some protection to the railways without unduly restricting the development of motor transport was the rough and ready one recommended by the Commission, and that was to alter the incidence of road taxation so as to bear more heavily on the class of vehicle which competed directly against the railway, namely, the heavy lorry. This proposal to tax the heavier road vehicles could only be regarded as a temporary expedient. It would be impossible artificially to restrict the free operation of economic forces, and the national economies would have to adapt themselves to the new tariff conditions.

**LT.-COL. A. E. DAVIDSON, D.S.O., R.E.,** Institution of Mechanical Engineers, said that in the Report under discussion the advantages of the multi-wheeled vehicle were commented upon, but steps did not appear to have been taken to implement the faith which had been placed on, say, the 6-wheeled lorry of the rigid frame type. It was clearly recognised that the effect on the roads of carrying the weight on a 4-wheeled bogie was very much less than in the case of a 4-wheeled vehicle, and it would have appeared that some advantage might have been given to vehicles of that sort by adjusting the taxation in their favour, and so encouraging their use by splitting up the heavy loads, or even some of the lighter loads, into two, and so decreasing the cost of maintenance of the roads.

**MR. G. TERRELL,** President, National Union of Manufacturers, said that he felt it was necessary to keep the railways going, and that the maintenance of an efficient railway system was of vital consequence to the country. Without a shadow of doubt, the heavy motor vehicle was a very unfair form of competition.

**MR. F. W. GALTON,** a member of the Royal Commission on Transport, said that the railway companies ought and must by some means find further ways of effecting economies without interfering with the efficiency of their services.

General Long had objected to the recommendation about the licensing of road hauliers. The answer was that the Commission were requested to make this recommendation both by the road hauliers themselves and by the persons representing the staffs they employed. This was really one of those rare cases in which unanimity was presented to the Commission in the form of evidence.

**MR. R. E. MORLEY,** Traffic Manager, Messrs. Bryant & May, Ltd., said they were all familiar with that blessed word "co-ordination." It had come forward again and again, and he was not surprised at the conclusion of the Commission that they had not found their way to make any definite recommendation with regard to it.

With regard to the question of heavy road vehicles that the Chairman of the Royal Commission had mentioned, he could assure him that there was a very grave objection to the recommendations of the Commission with regard to highways, and he noticed that in paragraph 265, the Commission said that their recommendations were made in the interests of the highways and their users. He thought that the Commission must have experienced some trepidation subsequently when they came to recollect that the types of vehicles concerned were turning over at a tremendous rate to pneumatic tyres and therefore, imposing much less strain upon the roads. Moreover, their damage to the roads was considerably lessened by the new speed regulations of the Road Traffic Act, 1930.

**THE PRESIDENT,** in closing the meeting, proposed the following resolution: "That the Institute of Transport congratulates the Chairman and Members of the Royal Commission on Transport for the able and expeditious manner in which they carried out their complicated and difficult enquiry." This was put to the meeting and carried unanimously.

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**Traffic Commissioners for the Eastern Traffic Area. Change of Address.**—The Offices of the Commissioners for the Eastern Traffic Area have been transferred to Sidney House, Sussex Street, Cambridge. The telegraphic address is "Transco," Cambridge, and the telephone number Cambridge 3211.

**Wayne Tanks and Pumps.**—The Wayne Tank and Pump Co., Ltd., 42, Newlands Park, London, S.E.26, issue monthly a blotter depicting the various equipment manufactured by the Company. The Company inform us that they will be glad to send copies of this blotter to any of our readers who care to apply to them.



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# Main Line Electrification.

## Report of the Committee.

IN September, 1929, the Minister of Transport appointed a Committee, consisting of Lord Weir, Sir Ralph Wedgwood, Chief General Manager of the London & North Eastern Railway, and Sir William McLintock, the well-known Chartered Accountant, to examine the economic and other aspects of the electrification of the railway systems of Great Britain, with particular reference to main line working, and to report their conclusions.

The Committee have now submitted their report. They have considered not only the direct results as affecting the railways but also the reactions on the national electricity supply and the effect on industry generally, and their conclusions are summarised below.

The reference did not instruct the Committee to make recommendations, and, as they point out, any programme of general electrification involves national, financial, and possibly ultimate political considerations and implications which they do not feel it is any part of their present duty to discuss. The object of the Committee has been to make clear the essential economic factors involved, and they present the results of a dispassionate investigation into this portion of the problem.

The following is a summary and conclusions arrived at by the Committee:—

(i) The existence of the national scheme of generation of electrical energy and the consequent low prices and availability of such energy constitute a new and favourable factor in the economics of further railway electrification in Great Britain.

(ii) An efficient and progressive railway system is and will continue to be a matter of vital importance to the nation.

(iii) In view of the competition of road transport and the existing industrial and agricultural depression, it is essential that the railways should examine new methods of reducing the costs of railway transportation.

(iv) Comprehensive electrification of main line railways has not taken place in any foreign country except Switzerland, but, generally speaking, railway electrification is making steady progress in many parts of the world.

(v) The main reasons which have led to the adoption of electric haulage in foreign countries, broadly speaking, do not apply in this country, and they have not offered any conclusive guide or assistance in our investigations.

(vi) British railway electrification up to now has been confined to suburban lines, and the results, economic and otherwise, have been favourable.

(vii) The economic success of British suburban electrification is due to the substantial increase in revenue following on the much improved service which an electrified railway can provide.

(viii) Suburban electrification provides no sound comparison of actual operating costs of steam and electric haulage, but it does present certain *prima facie* considerations in favour of electric haulage for main lines.

(ix) The increased load on the national system which electrification of the railways would contribute, together with its high load factor, would react most favourably on the cost of electrical energy produced for all purposes, while the additional transmission network required for railway electrification would do much to accelerate rural electrification throughout the country.

(x) In the event of a scheme of main line electrification being adopted, the Central Electricity Board should be given statutory power to supply electrical energy direct to the railways for electrification schemes. In addition to this railway companies should be entitled to utilise, for purely railway purposes, at any point in their systems, supplies of electrical energy obtained from the Board or any other authorised undertakers.

(xi) In any comprehensive scheme of railway electrification the Central Electricity Board should provide the transmission lines, build and equip the sub-stations, and supply the energy at the Direct Current bus bars of the sub-station, but the operation and control of the sub-stations should be in the hands of the railway companies.

(xii) In regard to the most suitable system of electrification, the report and recommendations of the Pringle Committee should be followed.

(xiii) Improvements in the fuel economy of steam tractors will take place, but such economy is likely to be counterbalanced by higher capital costs and maintenance charges.

(xiv) The most promising alternative to steam haulage, other than electrification, rests in the development of the oil engine with electrical transmission to the driving wheels, but experience of this system is still limited, and it would appear that on well-loaded lines this system must always be less economical than electrification.

(xv) In considering alternatives to the steam locomotive preference should be given to systems using coal rather than oil as being in the national interest.

(xvi) Apart from the direct financial economies of electrification as disclosed in comparative costs of operation, electrification offers important indirect advantages associated with speed, comfort, amenity, improved service, and increase of capacity.

(xvii) Leaving aside the financial aspects of the matter, the disadvantages of electrification relate almost entirely to the dependence of the system on centralised sources of electrical energy.

(xviii) The main items of haulage cost which can be materially reduced by electrification are locomotive wages and locomotive repairs.

(xix) Unless special conditions obtain, the electrification of small sections of a main line railway system is unlikely to be economically justified on account of the costs of dual working, and the consequent inability to take the fullest advantage of the new capital expended on fixed equipment or haulage units.

(xx) To secure the fullest economic advantage of railway electrification in this country, any scheme adopted should be a comprehensive one preferably comprising all the non-electrified lines, less such branch lines as detailed examination may show to be more economically operated by independent haulage units either steam or oil electric.

(xxi) Assuming that such a scheme is carried out on a comprehensive programme over a period of from 15 to 20 years, on a conservative basis and on the assumption of existing traffic, the new capital involved on the part of the railways would be approximately £261,000,000, and the return on this through the various economies would represent about 7 per cent.

(xxii) Apart from the direct return due to these economies other substantial advantages could be realised, the most important being increased revenue from suburban and inter-suburban traffic. On a broad estimate we anticipate that schemes of intensifying suburban working would yield an additional revenue of £5,850,000 representing a return of 13 per cent. on the additional capital expenditure of £45,000,000 which would be involved.

(xxiii) The figure of estimated capital expenditure is likely to be reduced due to non-electrification of lightly loaded lines, redundant lines, and sidings, and reduction in capital cost of tractors, etc., due to large scale production, and a continuous manufacturing programme. On the other hand some allowance must be made for the electrification of private sidings and private branch railways worked over by the railway companies in the process of the transfer of traffic.

(xxiv) In addition to the expenditure under this programme, there would be a further expenditure by the Central Electricity Board and authorised Undertakers of approximately £80,000,000 in excess of existing programmes, on which these bodies would earn their normal revenue.

(xxv) The change-over from steam to electric traction will not materially affect the conditions of railway employees other than those in the locomotive grades. Even in the case of these grades we anticipate the adverse effect of the change will be a limited and temporary character owing to the duration of the programme, together with the probable increase in suburban and other train mileage. The matter, however, is one which should be more closely examined if it should be decided to proceed with the scheme.

(xxvi) Apart from considerations of finance and railway administration, a comprehensive programme such as we have indicated, if it is to be undertaken, should preferably be carried out as a united co-operative scheme by the railway companies, in order to obtain the best results from the technical, construction and supply standpoint.

(xxvii) From the point of view of technical development and international competition the value of such a programme of domestic electrification would be most substantial to our national electric manufacturing industry.

### General.

The preceding are the conclusions we have formed, and we would bring our report to an end with one general

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observation. The existing railway system is a vital part of the equipment of our country and its efficiency and economy affect the lives of practically every inhabitant, our industry and our agriculture. A definite decision to alter the haulage system on a comprehensive programme, which in our view is the only method of achieving complete success, would involve a commitment of capital expenditure by the railways of about £261,000,000, and of about £80,000,000 by the Central Electricity Board and other authorities, apart from the extra expenditure necessary in order to realise an intensive suburban development. The magnitude of this would be unique in the history of world enterprise.

On the other hand, we feel bound to point out that without any predetermined long term programme, our national expenditure on the construction, improvement and maintenance of roads in the last ten years has probably amounted to the colossal sum of £500,000,000 and is now proceeding at the rate of over £60,000,000 per annum. Road haulage is in direct competition with the railways for a large amount of traffic but, unlike the railway system, there exists for the roads no balance sheet or computation of profit and loss. There is no definite economic test of financial soundness. With this reflection in mind, we have no hesitation in concluding that the mere magnitude of the sum involved in complete electrification of our railways should be no deterrent in itself to the most careful and earnest consideration of such a programme on its economic and social merits. The decision involves national, financial and possibly ultimate political considerations and implications which we do not feel it is any part of our present duty to discuss, but we trust that towards the consideration of the problem which will no doubt take place in the minds of those concerned, the railways, the Government and the country, we have at least made clear the essential economic factors.

## Motor Users and Manufacturers should Co-operate.

A STRIKING plea for more co-operation between motor users and manufacturers was made by Mr. C. F. Lawrence King, assistant general manager, Morris Commercial Cars, Ltd., in a speech of welcome to Liverpool members of the Commercial Motor Users' Association, on the occasion of their visit to Birmingham, on April 29th. The party of about 40 members travelled in two Morris-Commercial "Dictator" coaches. The itinerary was drawn up by Messrs. Morris Commercial Cars, Ltd., in collaboration with Messrs. W. Watson & Co. (Liverpool), Ltd., and covered 14 hours of travel and sight seeing. Warrington and district members of the C.M.U.A. joined the coaches at the premises of Messrs. C. Melbourne & Co., Ltd., Warrington.

Photo] [World's Carriers.

MEMBERS OF THE LIVERPOOL C.M.U.A. AND THE MORRIS-COMMERCIAL "DICTATOR" COACHES IN WHICH THEY VISITED THE MORRIS-COMMERCIAL WORKS.

After luncheon, Mr. C. F. Lawrence King, on behalf of Sir William Morris and Morris Commercial Cars, Ltd., welcomed the visitors. All engaged in the transport industry, he said, were going through difficult times owing to the regulations that were being imposed upon them by the Government. It was his personal opinion that motor users did not make enough noise. He predicted that in eight or ten years time, the road transport industry might be faced with the same sort of regulations that passenger transport concerns had to observe. This would not be good for the industry, either the manufacturers or the users, between whom there should be more co-operation. It should not be possible for any Government to drive a wedge between them. The Government had to take notice of users, but he regretted to say they did not pay a great deal of attention to the manufacturers' point of view.

Mr. A. C. Bloomer, chairman of the Liverpool Area Committee of the C.M.U.A. voiced the thanks and appreciation of the Liverpool members to Morris Commercial Cars, Ltd., and to Messrs. W. Watson & Co. (Liverpool), Ltd., for rendering that visit possible.

Mr. T. Lawrenson also on behalf of the C.M.U.A., said that in the transport industry there were too many unions and too little unity. The time would come when the need would be felt for one organization providing all the needs of vehicle owners and users. The motor manufacturers were unique in their solidarity so far as organization was concerned, but for the life of him he could not understand why they were not much more forceful. He hoped now that Sir William Morris had entered the coaching world better conditions were ahead. Mr. Lawrenson commented on the large number of formalities that had to be gone through in regard to the running of public service vehicles and the extra expenses which coach-owners had to bear. The time had arrived, if it was not long since passed, when the whole of the motor users throughout the country should get together into one great organization. If that were done, and there was some understanding

Photo] [World's Carriers.

A DEMONSTRATION DURING THE VISIT.

with the manufacturers, he was confident that legislation would not be as oppressive as it had been in the past.

Mr. Lawrence King in reply, again stressed the necessity for a united front by the motor users and manufacturers.

The most interesting part of the day's programme was the visit to the testing grounds, at Bilston, where there was demonstrated some of the famous Morris-Commercial six wheeled W.D. type lorries and trucks, also a six cylinder six-wheeled saloon car. Their evolutions on gradients with a rise of one in one and a half, over rough ground with deep corrugations and sharp rises, through muddy expanses and down precipitous slopes were both spectacular and acrobatic. One lorry carried a two-ton load and two passengers during its tests and was several times cheered on putting up what was considered by the visitors to be a wonderful performance.

We then visited the Soho works where Morris-Commercials are made but time would not admit of making a detailed survey of all the departments of production. It was, however, interesting to learn that approximately one-third of the entire works is devoted to testing operations, so as to ensure a finished car that will give the user the maximum quality and range of service. The start for home was behind the scheduled time but a good journey was made and we arrived back at Watson's depot at Liverpool at about 10.30 p.m.

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# Motor Hirers and Coach Services Association.

## Public Meeting.

A PUBLIC MEETING, convened by the Motor Hirers and Coach Services Association, was held at the Cannon Street Hotel, London, on April 21st last to consider (1) Objections by the railway companies to applications for road service licences, and to applications for "Backings"; (2) The London Passenger Transport Bill; and (3) The position of the motor coach industry throughout the country and the only way to overcome the problems and difficulties.

**MR. M. LOGETTE** (Chairman of the Management Committee of the Association) presided, and, in opening the meeting, said it was desired to place before members of the Association and others engaged in or connected with the operation of public service vehicles the rather startling, and, if he might say so, chaotic position which had arisen since Part IV. of the Road Traffic Act came into operation in April last.

Throughout the past winter the Association, which was recognised by the Minister of Transport to be a national and representative body, had been engaged in trying to adapt the independent motor coach industry to the new conditions which had arisen under the Road Traffic Act, and probably the question with which at present they were most concerned was that regarding the licensing of road service vehicles.

The Traffic Commissioners appointed under the Road Traffic Act published information relating to applications for licences for road service vehicles in what was known as the Traffic Commissioners Statement, and upon the issue of the first of these Statements it became apparent that the railway companies intended to embark upon a widespread policy of objections to the grant of licences. These objections appeared to be of two kinds; on the one hand they were purely of a domestic nature and of somewhat minor importance, but in other cases they were of such a nature as to violate all the principles by which the independent coach operators had pioneered and developed their industry. In effect the railways were saying that road service licences should not be granted because the railways provided adequate train services, and therefore the granting of road service licences was not desirable in the public interest. This, he contended, was a direct challenge to the coaching industry; it challenged the right of a person to travel by road at all, and it was a challenge that would have to be fought out all over the country and to the bitter end. Unless the independent coach operators faced up to this challenge fairly and squarely, they would see happening throughout the country what he was told had been happening in a certain place during the past week, where, figuratively speaking, independent operators were being "twisted" and "turned" and "thrown upon the scrap heap."

**MR. HORACE WYATT, M.Inst.T.**, then addressed the meeting, and dealt with the London Passenger Transport Bill. He said he wanted coach operators in the provinces to realise that this Bill affected them just as closely as it did anyone else. The idea seemed to be to establish as big a monopoly as possible, the Labour Party knowing that sooner or later they would nationalise the railways, and he thought the Government was only waiting for a clear majority in the House of Commons before they did so. In the meantime they wanted to make the transport of the country a virtual monopoly, and this would be followed by nationalisation.

The Bill proposed to set up a Traffic Board consisting of five gentlemen who must be expert in many things, but transport did not seem to be one of them. (Laughter.)

The independent coach operators must act together, and those who were not members of the Association or of some other representative body should become linked up at once. (Applause.)

**MR. M. LOGETTE** said that, as Mr. Wyatt had pointed out, the London Passenger Transport Bill proposed to set up a Board consisting of five experts whose duty it would be to provide transport services in the London Traffic Area and to take over the various undertakings providing such services. The members of the Association were concerned regarding what would happen to those undertakings and business not taken over by the Board. The Board would have power to operate any transport services they liked in the London area in which they would have a complete monopoly, and they would, with the consent of the Traffic Commissioners, be able to operate anywhere outside the London Traffic Area and compete with existing undertakings. Inside the London Traffic Area the Board would be free from any control by the Traffic Commissioners, but if the Board wanted to go outside then they would have to apply to the Traffic Commissioners for licences, but even in the Traffic Commissioners Court the Board would have advantages over the independent operators because one of the matters which the Traffic Commissioners must have regard to when considering the grant of a road service licence was the relationship a proposed service outside the area bore to a service inside the area. Take Godstone as one of the boundary points of the London Traffic Area. At present there were something in the neighbourhood of 30 services each day to Godstone and the Board could easily go to the Traffic Commissioners and say that the limit of their present services was a small village with a population of some 1,700, and that four or five miles further on there was East Grinstead with a population of some 8,000 and that they thought their services should be allowed to go to East Grinstead as it was very inconvenient for a passenger to alight at Godstone and then take a local bus. In those circumstances he thought that the Traffic Commissioners might grant the Board such a licence, and so the procedure could go on, and the next month the Board would discover another town five miles farther on for which they would want the licence extended and they would go to the Traffic Commissioners and use the same argument. Soon the independent operators would find the services of the Board running farther and farther, and the Board could in this way extend their services so as to cover the whole of the country. Further, the Board would have power to enter into working agreements with undertakings outside their area, so that if any Traffic Commissioners saw through the ideas of the Board and refused to grant licences the Board could go to the Directors of an adjoining undertaking, purchase a financial interest in the business and so establish a network and a monopoly.

He did not call it a London Passenger Transport Bill—it was a national transport Bill. It was the first instalment of "Socialism in our time."

What about those undertakings not taken over by the Board? It was obvious that there would be a large number of businesses still in existence after the Board had been set up. After the 1st January, 1932, no person other than the Board would, except with the written consent of the Board, be able to use a stage carriage or an express carriage on any route within the London Traffic area; that was to say, those left behind in addition to being controlled by the Traffic Commissioners would have the London Transport Board with power to say "yes" or "no" to an application from an operator for permission to continue to run a service for the purpose of picking up and setting down passengers within the London Traffic Area, and if the Board granted their consent they could attach to the permission such conditions as they might think fit.

There was a small counter-balancing proposal to the effect that if a person was before March 12th, 1931, running a service of stage carriages or express carriages within the London Traffic Area and suffered any direct pecuniary loss by reason of the prohibition or restriction of the service he could claim to be entitled to recover compensation from the Board.

He was, however, more concerned with regard to those services to run which an operator would have to get the consent of the Board. It appeared that the Board could give their consent and then compete with the operators of those services. Again, the Bill gave no protection against the Board competing for contract hire work.

The Motor Hirers and Coach Services Association had presented a petition against the Bill.

With regard to the objections being lodged by the railway companies against applications made by operators to the Traffic Commissioners for licences, the railway companies were using the provisions of the Road Traffic Act to force people to forsake road travel and to go back to the railways. The railways claimed that they had an advantage over the road, yet they had to admit that their traffic had decreased. Why? There was only one answer, and it was that there was now a definite section of the public who would travel by road no matter what the railways did. The public would not go back to the rails. Motor coaches had been catering for the public many of whom, perhaps, had never before been able to do much travelling, and he was certain that any attempts to force

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them back to the railways would be resisted. The policy being pursued by the railways was not one of co-ordination, but a deliberate attempt at repression. He asserted that any attempt to use legislation to provide artificial stimulus in respect of any commodity would in the long run stultify progress and development. The widespread action of the railway companies aimed at rendering road services other than local bus services completely obsolete.

He believed that the Traffic Commissioners intended, but perhaps not just at the moment, to impose a minimum coach fare. The Motor Hirers' and Coach Services' Association had already set up a Fares Board and it was hoped it would prove to be one of the means, in fact he thought the only means ultimately, whereby operators would be in a position to advise the Traffic Commissioners as to what the minimum fare should be on any particular route or journey.

The Minister of Transport had directed the Traffic Commissioners to have regard to the question of terminal points being off the highway. It was obvious that no individual operator could build his own coach stations solely for his own use, and proprietors would have to sink their domestic differences and collectively erect, should he say co-operative "shelters." Another matter brought to the attention of the Traffic Commissioners was the question of summer and winter services. For the moment he would divide long distance services into two classes. On the one hand there was the service between industrial towns, and on the other the services running to holiday resorts. The railway companies supported their opposition to the grant of road service licences to, say, Brighton, with the argument that the railways gave the public a summer and winter service. A section of the coach industry was essentially a summer industry and there should be no question of operators being under any obligation to the public to run winter services where no traffic existed.

The London Traffic Commissioner proposed to attach some general conditions to licences, one of which was that a minimum single fare of 1/-, return 2/-, should be charged. That, of course, was a point for individual operators to keep in mind having regard to the type of services being operated.

One condition which was regarded with a certain amount of alarm was the one to the effect that if an offence was committed under the Road Traffic Act, such as exceeding the speed limit or driving to the common danger, that fact would be taken into consideration when application for a licence was made. The Commissioner said he did not wish to be misunderstood, and he did not mean that if an offence was committed a licence would be withdrawn, but he wanted to see how far operators had paid due regard to the provisions of the Road Traffic Act. In his (Mr. Logette's) opinion this was wrong, as under the Act it was the duty of the Traffic Commissioners to examine time-tables, and if in their opinion the journey times shown would cause an applicant for a licence to exceed the speed limit on some part of the journey the Commissioners could say so, but if in their opinion the schedule was all right they really had nothing further to say on the question of speed and it was hardly fair that if later an operator found his employees did not keep to his schedule on certain parts of the route that he should be penalised by the Commissioners.

They had been told that the Road Traffic Act was passed to bring about uniformity throughout the country, but it had been shown immediately that there was lack of uniformity, as one Traffic Commissioner was saying that he would carry on the proceedings along the lines of a police court, another along the lines of a Select Committee, whilst yet another said, and it was with this one that he (Mr. Logette) agreed, that he wanted to keep the proceedings as simple as possible and the laws of evidence would not apply. He did think, whatever directions had been given to the Traffic Commissioners by the Minister of Transport, that the duties of all the Commissioners should be carried out in the same way so far as procedure was concerned. One could not help thinking that the conclusion had been reached that all applicants for licences must be legally represented at hearings.

The Association needed to be stronger in order to make it in every way a national organisation, and unless they all pulled together in harmony they would not succeed in reaching their goal. (Loud applause.)

**MR. A. G. PARTRIDGE** (Chairman, Association of London Omnibus Proprietors), said that the independent bus operators of London thought they were now witnessing the first instalment of "Socialism in our time." But his Association did not regard the London Passenger Transport Bill as a small instalment but as a serious step towards nationalising not only the transport of London but the transport of the whole country, and if the powers that be succeeded in doing that no doubt they would proceed to turn their attention to other industries. If the London Passenger Transport Bill became law it would be the first step towards compulsorily acquiring all the means of transport in this country.

The object of the London Passenger Transport Bill was to provide a co-ordinated system of transport. No doubt this was a most laudable object and one with which they had sympathy, as no operator objected to some form of control. Healthy competition, however, kept within reasonable limits was the lifeblood of industry, and if the spirit of competition was removed then there could be nothing but stagnation and decay. If the present system of control had failed, and he did not admit that it had, that was no justification for introducing such a measure as the London Passenger Transport Bill.

**MR. G. NOWELL** (Great Western Express), member of the Management Committee of the Association, said he would give the meeting a brief outline of what the Association had done. They had been successful in dealing with the important question affecting not only the operators present but every operator in England, namely, the question of the road service licence. It would be remembered that in the early instructions issued by the Minister of Transport it was laid down that for each separate excursion tour a sum of £1 should be paid for a licence. That meant that if a member was running 50 different excursions the amount he would have had to pay for licences would have been £50. As a result of the representations made by the Management Committee of the Association, and mainly due to the efforts of their Chairman, Mr. Logette, the Minister of Transport had agreed to licences being divided into two categories (1) regular services; (2) excursion tours; and the concession had been obtained that a sum of £1 would cover a whole group of excursions—in other words an operator could run 50 excursions and pay £1 instead of £50. (Applause.)

Then there was the question of the "Statements" issued by the various Traffic Commissioners dealing with applications for licences and decisions arrived at, and the Association had been successful in arranging that for the sum of £2 12s. per annum an operator could get the Statements issued not only by the Traffic Commissioners of the area in which a licence was applied for, but also the notices issued by the Commissioners in those areas through which a vehicle had to pass on its journey.

It was originally laid down that it would be necessary for an applicant for a licence to advertise the fact in every paper in every district through which the applicant wished to operate, and it might easily have been necessary for an applicant to advertise in some 300 or 400 papers. However, as a result of representations made by the Management Committee a concession had been granted, and it was now only necessary to pay the £2 12s. a year. (Applause.)

There was the question of the construction of coaches. Members of the Management Committee had attended many meetings both with the Minister of Transport and with Officers of his Department as a result of which many concessions had been made.

The Association had been doing a tremendous amount of press publicity and propaganda work.

There was the proposal to ban motor coaches from certain parts of London, and it would be remembered that application was made to the High Court for a rule to prevent the suggested order being made, and as they knew the Minister had decided not to proceed with the proposed order but had given the Traffic Commissioner certain directions in the matter.

The Association had petitioned against the London Passenger Transport Bill.

Counsel had been asked to advise as to procedure before Traffic Commissioners and they had been told that in every case it was essential for an independent coach operator to be represented either by Counsel or by Solicitor, and at the present moment the Association was trying to draw up a panel of legal gentlemen who could represent members of the Association at the various enquiries. If the Association was able to do that, then a small operator, say in the Midlands, who was a member of the Association could, when his application was about to be heard, approach the Association for advice as to what to do, and, if the operator desired it, legal representation could be arranged for him at much less cost than he could arrange it for himself. Of course the Association could not provide legal assistance for members out of the Association funds, but it could arrange legal representation at less cost to the operator than if he instructed his own legal advisers.

Upon the conclusion of Mr. Nowell's address there was a general discussion during which many questions were put to the Chairman and were answered. A hearty vote of thanks to Mr. Logette for presiding terminated the proceedings.

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# Warehousing and Transport.*

By Harry Gaunt,
Managing Director, Liverpool Warehousing Co., Ltd.

WAREHOUSES have played an important part in the history and development of the Port of Liverpool.

Overside deliveries direct to trucks or barges are steadily growing, although much more could be done in this direction. The main trouble is that shippers do not state at port of loading that the goods are for "overside delivery" and in consequence they are often separated in the hold. This is fatal to overside deliveries which must be continuous. No ship owner or master porter could be expected to alter his gear from quayside to waterside for a consignment, if broken up into small lots. A reasonable minimum amount for a straightforward overside delivery, should be 50 tons. Secondly, there is the question of freight being payable on weight delivered. This might be overcome by having sworn weighers as at London and say 5 or 10 per cent. of the goods being weighed at warehouse in their presence. When goods are delivered overside, it should assist to minimise congestion. Valuable space at the dock side is continually needed for in-coming cargo, and various forms of transport play their part in the rush to make space. We often find traders endeavouring to use the quay space for storage, but this practice is penalised by the Mersey Docks and Harbour Board by imposing fines and penalties if goods are not removed from quay within 72 hours of being landed. It would be impossible for transport to run smoothly if traders were allowed to create piles of goods on the quays.

Transport has to be highly efficient for swift removal of goods from quays to rail, canal, coastwise or foreign steamers, warehouse and/or road transit. In the year ending 1st July, 1930, the approximate total net register tonnage of vessels paying rates to the Mersey Docks and Harbour Board inwards and outwards was 42,629,640 tons. The weight of merchandise for the same year on which dues were paid was 14,282,000 tons. Of the imports landed at Liverpool approximately 70 per cent. go into public warehouse. In the year 1929-1930, no less than 2,748,012 bales cotton of all descriptions entered the Port of Liverpool.

The quays in Liverpool are practically for transit and not for storage. Liverpool has a fine collection of warehouses, running somewhat parallel with the docks, approximately 1,000, and as the quays function for transit, so do these warehouses function for the storage of produce. In this number are of course included many bonded warehouses, the demand for which has increased very much during recent years owing to the wider range of dutiable goods requiring storage accommodation. The conversion of a free warehouse into a bonded store is a procedure which takes some little time and on occasion a costly one, owing to the customs regulations necessitating structural alterations.

Various forms of transport are employed to take produce to warehouse; years ago it was all horse drawn vehicles, to-day we have steam and petrol haulage, but these units to my mind have not been allowed to function properly in this city. Union interference has possibly done most to spoil this form of transport, and now we have the Government adding to the injury; weight for vehicle with four wheels must not exceed 12 tons. A steamer and platform weigh 7½ tons, so the load is cut down to 4½ tons. A one horse wagon takes this weight and there is only one man's wage, whereas with the motor there are two men's wages to pay also much heavier initial cost to earn interest. If we add an ordinary trailer we get ten tons but have to employ three men. A good team wagon will take 10 tons and only one man to pay, so you see that a number of motors of the past and present are practically obsolete. It is not fair, as the roads in the dock area were made to carry weight and have stood up to their work for years.

The matter of loads is now being taken up with the Ministry and it is hoped that they will allow the heavier loads for the dock area. Unfortunately, the appeal is coupled with road haulage outside the dock area where we have roads that will not stand the weight, and this is not a consoling feature for those who are prepared and willing to confine their activities to the dock area. It may be said that when the wagons are loaded they would creep out of town. One excellent suggestion has been put forward, to have all wagons with special privileges over the dock area, painted an exclusive colour so that they could be detected the moment they trespassed.

Wagons at the dock can be loaded up to 5 o'clock. These wagons cannot get to warehouse much under half an hour, therefore, the warehouse porters are thrown on to overtime. A similar thing occurs with the wagons. One cannot engage them for eight hours a day, commencing from different times. We, therefore, get wagons in the early morning in excess of the dock gangs speed for loading. All this makes it difficult to get an average of three loads per day with lots of produce for warehouse.

In the old days small haulage contractors affiliated themselves with or followed up larger contractors, which worked very well, but trade conditions have squeezed out these small useful units and the large contractor to-day has to keep a larger stock, in fact, he has almost to keep a maximum stock to carry on in his busy times, and they simply eat up all the profits in the quiet times, making haulage from dock to warehouse a very precarious business with more chance of losses than profits. A man has to be a hero to-day who commences business of this kind. I know of haulage contractors who made more profit at 1s. and 1s. 3d. per ton pre-war days than they can to-day at double the rate, in spite of the index cost of living being much less than this 100 per cent. increase of rates. Much might be done if we had more honesty of purpose from the government down to the man in the street.

I have known instances when say four motor wagons arrived at the ground for unloading, and the loaders were debarred by union rules from giving general assistance in the unloading of the first wagon to speed up the job, and other men had to be employed to assist, while the loaders from the wagons not unloading, stood with their hands in their pockets looking on. Had horse wagons been employed, it would have only been necessary to employ two men at the dump for lightening and the carter would have assisted. This is the kind of stupidity that does not assist progress.

When the goods are received into store they have to be piled according to marks, damaged section stored separately and often classified. Each morning an advice is sent out to firms for whom the warehouse people are acting, stating quantity of goods received the day previous and giving the ship's name; these returns are also entered in stock books at the head offices. When a consignment is complete, piling accounts are issued giving all details, and if desired, warrants or warehouse receipts can be obtained.

A piling account is not a title. A proper title is a negotiable warrant issued under a special act of Parliament, which can be transferred from one to another by endorsement, but before delivery can be obtained the warrant must be presented and the desired delivery endorsed on it. This is not so with warehouse receipts, these are preferred by the banks. Such receipts state that the goods are held to the name and to the order of the addressee. They are not transferable and can be filed; when delivery is wanted, the addressee simply makes out a delivery order in favour of whoever is desired and this is honoured upon presentation. Goods cannot be transferred on such an order, as a delivery order is not considered a title and can be revoked by they who issue it, whereas a transfer is final. Strictly speaking, if delivery is wanted on a transfer, it is customary to lodge the transfer and make out a delivery order. The only reliable way for goods to be transferred on a delivery order is to take delivery from the pile and re-stow in the name of desired party, as per transfer.

Certain accommodation must be set apart for the various classes of goods and the formalities of stowing and piling to fire salvage regulations must be understood. To stow a wrong commodity in a warehouse would throw out of gear all the insurance on other peoples goods stored in the same place and also that on the building; neither can goods be stored in a warehouse which would be detrimental to other produce stored therein.

With regard to haulage from warehouse—the road haulage section in many instances seem to forget that it is necessary to fix for deliveries before 8 a.m. for morning and before 1 p.m. for afternoon. They go direct to warehouse and complain of delay; sometimes there are no men on for delivery. There are certain warehouses such as those containing canned goods and provisions, where it is not necessary to fix but where you claim turn. These warehouses have men in attendance all day.

With these days of rapid motor transit I cannot see the warehousing business at such ports as Liverpool, falling away, although "To Let" notices displayed on railway warehouses at inland towns makes one think their prosperity is diminishing. If good and cheap accommodation can be acquired by sellers at ports of discharge, this seems more desirable and necessary, particularly as consumers are buying in smaller lots, now, they find that delivery can be practically effected the same day within a distance of 50 to 100 miles. This somewhat does away with the necessity for buyers to hold more stocks than are necessary for immediate requirements, and less necessary for sellers to keep up and maintain a chain of distributing centres.

* Abstract of a Paper read before a meeting of the Manchester and Liverpool Section of the Institute of Transport, on April 24th.

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It is more desirable that independent companies should run the warehousing business, as they specialize in the work and can give equal facilities and charges to all forms of transport. Whereas those companies who have other interests in a particular form of transport, are apt to give preferential and I may say unfair competitive treatment, I cannot foresee the time when warehouses can be dispensed with as an adjunct to transport.

THE DISCUSSION.

Some interesting points were raised in the discussion which was opened by **Mr. W. Edwards**, of Messrs. Garlick, Burrell and Edwards, Ltd., who emphasised the importance of transport in the execution of the function of warehousing. They had heard, he said, that the Liverpool warehouses had jaws of great capacity but those who were engaged in transport also knew of the difficult formalities which had to be completed before goods could be taken out of warehouses. In connection with that, he had stated the case for the transport interests, before the Industrial Court on the question of the hours of labour of men engaged in the haulage industry. Those who had followed the cotton trade closely had the knowledge that the warehouse accommodation in Liverpool had enabled cotton manufacturers to buy cotton at lower prices than if they had bought it direct from the States. That was an important facility which should receive due and proper recognition from all concerned.

**Mr. Lorimer** (Jarvis Robinson Transport) remarked that the day was possibly not far distant when the alliance between warehousing and transport would be much closer than it is.

**Mr. Charlton** commented on the difficult labour conditions that existed in Liverpool in reference to dock traffic. In one case a lorry was sent to the dock for a load of goods. It was staffed by a driver and secondman but the union insisted that a third man should be employed to load the goods. Cases of that description caused a great deal of unnecessary hardship.

**Mr. Robinson** said a revolution was going on in the distributive trades and it seemed to be borne out that the cost of goods, would not stand haulage from the terminal point to the warehouse, and possibly another haulage to the wholesaler and then to the retailer. It seemed that the storage point must be at the terminal. Due to the speeding up and efficiency of modern transport systems, not the same use was made of warehouses as formerly. He felt there was increasing economic pressure to employ overside deliveries from steamers in order to cheapen the cost of handling.

**Col. Stevens** said in the old days the warehouse was a reservoir of goods but in these days of unstable prices, no one wanted to carry large stocks in warehouses on this side. He ventured to suggest that the government might consider granting assistance to the warehousing industry in view of its enormous importance in times of emergency.

**Mr. R. W. Royle** (C.W.S., Ltd.) made reference to the restriction on the weights of vehicles and mentioned that strong representations had been made to the Minister of Transport with a view to getting these modified. Before the Road Traffic Act, Liverpool enjoyed special facilities under local powers which enabled vehicles to be loaded with weights considerably in excess of those allowed elsewhere. He believed that Liverpool would take steps to try and get these advantages restored, at least so far as they referred to dock traffic. Mr. Royle commented on the speedy service which road hauliers gave to the cotton spinners in the delivery of raw cotton and on the competition for traffic by the railway companies. In passing, Mr. Royle mentioned that in the next Commercial Motor Show there would be a special section for warehouse equipment and machinery for the storage of goods. There was no doubt about it, machinery was going to be of great assistance to the warehouse keeper.

Replying to the various points raised in the discussion, **Mr. Gaunt** explained that when he said that 70 per cent. of the goods which passed over the Liverpool quays were warehoused, he meant all warehouses, railway owned as well as the private ones. The warehouse was used less and less by the retail distributive trades, but it was used very extensively for the storage of bulk lines of raw materials. There was no difficulty whatever about overside deliveries in regard to checking. If the master porter landed goods on the quay, then loaded on to carts, handling might run to 3s. 5d. a ton but for delivery overside, the charge was about 5d. a ton.

# Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

## DEFENDING THE HAULAGE INDUSTRY.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—Recently a haulage contractor was summoned for carrying a load in excess of 8 ft. wide between Coventry and Rugby and the Magistrates imposed a fine of £5 because he had not four men in attendance and had not given four days notice. The load was carried on a vehicle which complied in all respects with the Motor Vehicles (Construction and Use) Regulations.

One of our Drivers was summoned for the same alleged offence and the case was heard yesterday at Rugby Police Court.

We do not think we can do better than send you the attached cutting from the *Liverpool Daily Post*.

We are of the opinion the best way to deal with matters of this nature is to defend every case, and if a dismissal is obtained, to press most strongly for costs against the Police.

Yours faithfully,
For and on behalf of,
M.R.S. Ltd.,
E. C. MARSTON,
Director.

Liverpool.
29th April, 1931.

* * * *

REPORT REFERRED TO IN ABOVE LETTER.

Marstons Road Services, Liverpool, were parties in a case which was withdrawn by the police at Rugby, yesterday, and was followed by the awarding of ten guineas costs to the defence.

Eric Benson Clarke, of Handsworth, Birmingham, was summoned for driving a lorry and not having four persons in attendance on a load exceeding eight feet in width.

Police-Inspector Stanley asked for leave to withdraw the case saying that after serving of the summons, the defendant's employers, Marstons Road Services, corresponded with the Clerk with the result that certain inquiries were made of the Ministry of Transport, and the Deputy-Chief Constable decided to withdraw the case.

Mr. David Karmel, for the defence, said it was a matter of construing certain orders made by the Minister of Transport under the Road Traffic Act. Defendant handed the summons to his employers, who wrote to the Clerk to the Justices enclosing files of correspondence with the Chief Constables of Lancashire, Cheshire, and Buckinghamshire, where cases had been withdrawn. Messrs. Marston received a reply stating that the case had been adjourned to April 28th, and nothing more was heard until last Saturday, when a letter was written to the defendant in Birmingham, and as far as he (Mr. Karmel) was concerned it had not been received. He (counsel) had to leave Liverpool on Monday in order to get to the court in time, and he had to bring two directors of the firm with him. It had been a great trouble to them, and he asked that they should be allowed reasonable costs.

Inspector Stanley opposed any costs being given against the police, saying they had had no communication with Marstons Road Services.

The bench allowed the withdrawal of the case, and granted costs against the police.

## BLIND PERSONS AND THE DANGERS OF THE ROAD.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—A movement has been started in London for providing white sticks for the use of blind persons, on similar lines to that which has already proved so helpful in France. The first area to be dealt with is West Ham, in which there are 400 registered blind persons, and it is anticipated that the project will shortly be adopted throughout the country.

My object in addressing you is to ask motorists to extend every possible courtesy and consideration to those carrying a white stick as and when they come into general use by blind persons.

Yours faithfully,
F. P. ARMSTRONG,
Secretary.

Royal Automobile Club,
London, S.W.1.
29th April, 1931.

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# Furniture Warehousemen and Removers' Association.
## Annual Conference.

THE Annual Conference of the Furniture Warehousemen and Removers' Association will be held at Southsea on Thursday and Friday, May 21st and 22nd. Meetings will be held at the Guildhall, Portsmouth.

The Programme is as follows:—

Thursday, May 21st. Morning Session. 10.30 a.m. Annual General Meeting of the British Association of International Furniture Removers. 11.30 a.m. Reception by the Lord Mayor of Portsmouth. 11.45 a.m. Annual General Meeting of the Association. Afternoon Session. 1.45 p.m. Extraordinary General Meeting. (a) Railways and Removals Traffic. (b) Report regarding issue of Membership Certificates. (c) Conferment of Degrees. (d) Report of the Costing Committee. 5 p.m. Annual General Meeting of the Benevolent Fund.

The Annual Dinner will be held at Messrs. Kimbell's Cafe, Osborne Road, Southsea, and will be followed by a Dance and Whist Drive. Several distinguished guests are expected to attend.

The members of the Southampton and District Centre announce that the entertainment of members and their guests who do not wish to dance will be fully provided for as the Whist Drive will be run concurrently with the Dance. Ladies are especially invited to be present.

Friday, May 22nd. Morning. By steamer from Clarence and South Parade Piers, Southsea, to Southampton Pier, arriving at approximately 11.35 a.m. Walk from Pier to Southampton Docks and inspect the s.s. "Berengaria." Lunch at South Western Hotel, Southampton, at the invitation of the Southampton and District Centre. Afternoon. For those who desire, general inspection of Docks or Southampton. Mr. A. H. Davis, the County Borough Librarian will be pleased to show any members the principal ancient parts and antiquities of the town. Return by steamer from Southampton Pier at 5.30 p.m. Friday's arrangements are at the invitation of the members of the Southampton and District Centre.

All members are urged to make this Conference a big success, and a cordial invitation is extended to all members to bring their ladies with them.

# Albion Motors, Limited.

THE twenty-ninth annual general meeting of the Albion Motor Car Company, Limited, was held recently in Glasgow. Mr. Norman O. Fulton, chairman and one of the managing directors, presided, and in the course of his address said that owing to the general trade depression the demand for new transport was considerably affected, particularly in goods carrying vehicles. Notwithstanding this, however, the Company secured a considerable volume of business in the face of keen competition. Their range of goods carrying vehicles dealt with nett loads of from 30 cwts. to six tons, and from the reports received from all parts of the world the firm's products were held in the highest repute and well maintained the Albion tradition for sound design and first-class workmanship. The Company continued to give a great deal of attention to the manufacture of passenger carrying vehicles, and large numbers of Albion buses were to be seen at work throughout the country, giving reliable and economical service.

During the year the Company executed large contracts for the British and Overseas Governments, various oil companies, and other large users.

Three new types of chassis were introduced during the year, viz.:—(1) A goods carrying chassis with net load capacity of 40 to 45 cwts; (2) A twenty passenger bus; (3) A thirty-two passenger bus.

"From time to time different members of the present Government have referred to the need for British industries to reorganise and re-equip themselves to meet the severe world competition which now exists. One very substantial help which the Government could render industry would be to increase the allowance permitted for plant depreciation before profits are determined for Income Tax purposes. Speaking for our own industry, the present basis is quite inadequate, as most of the machine tools used have a short life and require to be replaced long before they are worn out because of loss of the high degree of accuracy necessary for our class of work, or because new and improved tools have been put on the market."

After making adequate provision for depreciation on buildings, plant, and stock, also for Income Tax, interest on Debenture stock, and deducting directors' remuneration and bonus to employees, there remained a net profit of £46,195 5s. 4d. Adding the carry forward from 1929 of £30,879 7s. 0d., they got a total of £77,074 12s. 4d. available for disposal. Out of that figure they proposed allotting the sum of £1,000 to the Benevolent Fund for their employees. After providing for the dividend on the 6 per cent. Preference shares, they came to the Ordinary shares, and recommended that a dividend should be paid on these at the rate of 7½ per cent. per annum, less Income Tax. The carry forward would then be £36,955 3s. 4d.

There was no item for goodwill shown in the accounts, their reserves were substantial, and the Debentures had been reduced to a very small figure.

### COMPANY'S NAME CHANGED.

At the conclusion of the annual meeting an extraordinary general meeting was held for the purpose of considering a special resolution to change the name of the Company.

The Chairman said: When our Company was first established we built pleasure cars only. The name selected then—the Albion Motor Car Company, Limited—was quite appropriate. Later on we added commercial vehicles, and for years built both. But for many years past we have confined our attention entirely to commercial vehicles. This has made a certain amount of confusion. We are often asked, "What about your cars? Where do you build them?" In practice the Company is very often referred to as "Albion Motors." It is a short name, it is quite in keeping with modern usage, and our feeling is that the time has come for a change. We recommend that "Albion Motors, Limited," should be the name of the Company in the future. I have therefore to move the following special resolution:—

"That the name of the Company, Albion Motor Car Company, Limited, be changed to Albion Motors, Limited."

Mr. G. M. Young seconded the resolution, which was unanimously approved.

# Institute of Transport.
## Italian Tour and Congress.

THE members of the Institute of Transport participating in the Italian Tour and Congress will leave London on Saturday, May 30th. The first stop will be made at Como, whence the party proceeds to Milan (June 1st), Venice (June 2nd), Florence (June 4th), Rome (June 6th), Genoa (June 11th) and Turin (June 12th). The return journey will be made from Turin on Saturday, June 13th, and London will be reached on the afternoon of the following day.

As we go to press we are informed that a very interesting and instructive visit will be paid to the Port of Genoa by the members taking part in the Tour. This has been arranged by the President of the Consorzio Autonomo del Porto di Genova. The details are as follows:—

Depart in steamer from the Ponte dei Mille and proceed by water:—Dry dock, Portico of the Duca degli Abruzzi; Galliera Wharf, Prince Umberto Wharf; large dockyards; work under construction on the Mussolini Wharf; Central Electrical Thermal Baths in Victor Emmanuel III Harbour; export warehouses; Maritime station; to conclude with a visit on board a large trans-Atlantic liner (probably the "Conte Verde").

# Institute of Transport.
## Metropolitan Graduate and Student Society.

THE report for the Tenth Session of the Institute of Transport Metropolitan Graduate and Student Society, states that during this period the membership numbered 222, which is fifteen more than the previous highest record of 207 in the session 1923-1924.

During the session the society experienced a number of important changes in the personnel of its officers and committee. Mr. A. F. E. Belcher, who was elected chairman in May last, was appointed to a position on the Great Western Railway at Warwick, in January last. He joined the society in 1924, was hon. educational secretary for several years and later became vice-chairman. Mr. A. Earle Edwards, who served on the committee for some years before being elected vice-chairman, was appointed to a position at Exeter, while Mr. E. Havers, a former chairman of the society, who was elected to serve on the committee for the present session, has for the present, resigned in consequence of prolonged absence from London. The offices of chairman and vice-chairman have been filled by Mr. A. G. Course and Mr. J. L. Harrington, respectively. Messrs. C. A. Dove, J. M. Leighton-Bailey and E. E. Potter have been elected to the committee.

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# In Parliament.

**Speedometers on Motor Coaches.**—Asked if he had further considered the question of requiring that speedometers should be fitted to all motor coaches? **Mr. Herbert Morrison** (Minister of Transport) said he had no evidence of any general desire on the part of passengers in public service vehicles to know the precise speed of the vehicle in which they were travelling and he was not satisfied that, on grounds of public safety, regulations requiring the fitting of speedometers were necessary. He gathered that the Hon. Member had express carriages particularly in mind in making his suggestion, and while as at present advised he was not clear that even on such vehicles the carriage of speedometers was required, he would bear the point in mind.

**Railways and Road Services. — Mr. Remer** asked the Minister of Transport if he was prepared to introduce a Bill to amend the Road Traffic Act so that the railway companies should be debarred from opposing competitive road traffic services before the Traffic Commissioners? **Mr. Charleton,** who replied, said that as recently as last year Parliament included in the Road Traffic Act, 1930, a definite provision that in deciding whether to grant or refuse a road service licence and whether to attach conditions to such a licence, the Traffic Commissioners should take into consideration any representations which might be made by persons already providing transport facilities along or near to the route or any part thereof. That provision was essential for the purpose of enabling passenger transport services to be co-ordinated, and his Right Hon. Friend did not propose to ask Parliament to amend it.

**Speed of Motor Vehicles.—Mr. Remer** asked the Minister of Transport if his attention had been called to the inconvenience caused by the limitation of speed for vehicles carrying perishable goods, such as milk, under the Road Traffic Act; and if he would exercise his powers under Sub-section (4) of Section 10 of that Act to allow these vehicles to travel at the same speed as that allowed for the conveyance of horses? **The Minister of Transport** (Mr. Herbert Morrison), replying, said he was not prepared to accept the suggestion that vehicles carrying perishable goods should be allowed to travel at speeds greater than those recently determined by Parliament in the First Schedule to the Road Traffic Act, 1930. While horses conveyed in motor vehicles constituted a light load, the laden weight of vehicles carrying perishable goods such as milk might reach the maximum laden weight allowed by law for the class to which the vehicle belonged.

**Motor Coach Traffic.—Sir N. Grattan-Doyle** asked the Minister of Transport whether he was aware of the delay in dealing with applications for motor coach licences; and what action he proposed to take? **Mr. Herbert Morrison** said he was not aware of any undue delay in dealing with applications for public service vehicle licences or road service licences. On 9th February he made an Order which was later amended and consolidated as the Public Service Vehicle (Transitory Provisions) (No. 2) Order, 1931, for the purpose of regulating the use of public service vehicles until such time as the Traffic Commissioners had been able to deal with and come to a decision upon the applications made to them. **Mr. D. G. Somerville** asked the Minister of Transport whether there was any organisation, and, if so, what, which was concerned with representing at the proceedings before the different Traffic Commissioners the reasonable claims of pleasure seekers and ordinary tourists in respect of the provision of motor coach traffic; and, if not, whether he would consider the desirability of ensuring the representation of this point of view at all inquiries? **Mr. Herbert Morrison** said he was not aware of any organisation of the nature referred to. The Traffic Commissioners were required when considering applications for road service licences to have regard to the extent to which any proposed service was necessary or desirable in the public interest, and it was open to the applicants and local authorities concerned to argue before the Commissioners that there was a public demand for the service in question and to call evidence in support of their contention. **Lieut.-Colonel Sir Frederick Hall** asked the Minister of Transport how many applications had been made for licences for the running of motor coaches for hire under the new Road Act; how many of such applications had been already decided upon by the Traffic Commissioners; whether he could give any estimate of the legal and other expenses which would be incurred in dealing with the whole of the applications; and if he had under consideration the question whether it would be practicable to adopt more expeditious and less expensive machinery for dealing with the matter? **Mr. Morrison** said he was not informed as to the number of applications for road service licences for motor coach services which had been received or decided by the various Area Commissioners, and to obtain the information would impose additional work upon their staffs at a time of severe pressure. He could not form any estimate of the legal and other expenses to be incurred by applicants and objectors. It was a matter for the parties themselves whether they wished to be legally represented or should appear in person or through their own officers, as they were, of course, free to do. With a view to a saving in time and expense, arrangements had been made by the Commissioners to sit in various parts of their area for the convenience of the parties, and he was unable to suggest any more expeditious or less expensive machinery for dealing with these applications than that at present in operation. He had every hope that, as soon as the Commissioners' decisions were given upon a number of applications involving questions of principle, it would be possible for them to deal with the remaining applications more rapidly.

# Proposed Regulations to Deal With Dazzling Lights on Motor Vehicles.

THE Minister of Transport announces that Draft Regulations under the Road Transport Lighting Act, 1927, to deal with dazzling lights on motor vehicles have been prepared and circulated to organisations representing persons likely to be affected, who have been invited to comment upon them.

The Draft Regulations, which are tentative in character, provide in their present form that as soon as the Regulations come into force no lamp on any vehicle showing a light to the front shall be fitted with any electric bulb of a power exceeding 36 watts and that as from the 2nd October, 1932 (the commencement of winter time next year)

(a) all electric lamps of a power exceeding 6 watts (and all acetylene lamps) showing a light to the front of a motor vehicle shall be so constructed and fitted that the light is either permanently deflected downwards to such an extent that it is incapable of dazzling a person 25 feet away whose eye level is not less than 2 feet 6 inches above the plane on which the vehicle is standing, or can be deflected downwards or both downwards and to the left so as to render it incapable of dazzling such person;

(b) all lamps to which paragraph (a) applies and which are not permanently deflected shall be deflected by the driver of a motor vehicle when he meets another vehicle during the hours of darkness proceeding in the opposite direction;

(c) all electric lamps of a power not exceeding 6 watts showing a light to the front of a motor vehicle shall be fitted with frosted or obscured glass or some other device such as a frosted bulb which will cause the light therefrom to be diffused.

# The Tramways Light Railways and Transport Association.

## 21st Annual Congress.

THE 21st Annual Congress of this Association is to be held at Margate, on May 28th and 29th next.

On Wednesday evening the Chairman of Council (Mr. E. H. Edwardes) will hold an Informal Reception. The Conference proper commences on Thursday, May 28th, opening with an official reception by the Mayor of Margate. This is followed by the 34th Annual General Meeting of the Association, after which a paper is to be read by Mr. J. A. Fordes, J.P., A.M.I.E.E., General Manager and Engineer, Isle of Thanet Electric Supply Co., Ltd., entitled "Odds and Ends."

At 1 o'clock there is to be a Luncheon at the Queen's Hotel, at the invitation of the Directors and Manager of the Isle of Thanet Electric Supply Company.

The Annual Dinner of the Association takes place the same evening at 7.45, to be followed by a dance.

On Friday, the 29th, at 10 o'clock, a paper is to be read by Mr. R. G. Pittard, Traffic Manager, Bristol Tramways and Carriage Co., Ltd., on "The Operation of the Road Traffic Act, 1930."

In the afternoon there will be excursions and in the evening a Reception and Dance given by the Mayor and Mayoress of Margate.

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# Speciality Brakes.

## Their Details explained and Maintenance described.

(*Continued from page* 303.)

## II.—Westinghouse Vacuum-Servo Brake.

THE Westinghouse Brake & Saxby Signal Co., Ltd., 82, York Road, King's Cross, N., manufacture both an air pressure brake and a vacuum-servo brake for road vehicles. The present article deals with the vacuum-servo type.

Distinctive features claimed for this servo are that none of the internal parts requires to be adjusted after leaving the maker's works, and that the inlet is opened by means of

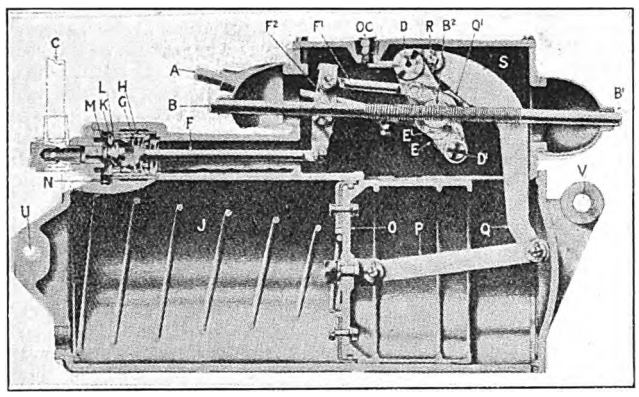


FIG. 1. SECTION OF WESTINGHOUSE VACUUM-SERVO BRAKE UNIT FOR ROAD VEHICLES.

pressure on the pedal and closed by suction (not by movement of the rigging) which ensures a progressive brake with a light pedal pressure.

Fig. 1 is a sectional view of one model of the Westinghouse Vacuum-Servo, of which the following is a description; Fig. 2 is a diagram of the layout.

The pedal is connected to rod A, and the rod B-B1 is connected directly to the brake rigging. A pipe connecting with the induction pipe of the engine is fixed to a union C. The rod B-B1 is attached to a point B2 on the lever D-D1, which is fulcrumed at D, and carries at D1 a floating lever E. At point E1 of E is attached rod A from the brake pedal.

### How the Brake-Servo Functions.

When the brake pedal (see fig. 1) is depressed, the rod A pulls on point E1 of lever E, which, in turn, pulls on point D1, and swings lever D-D1 slightly to the left until any

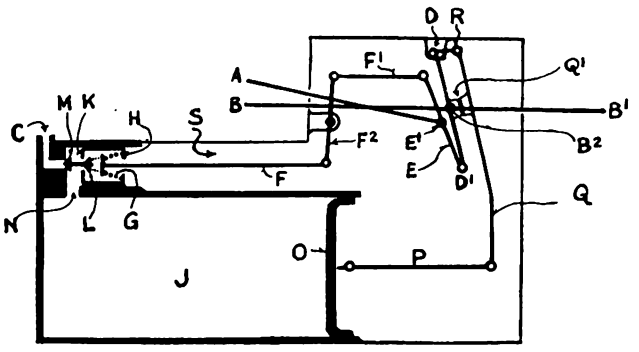


FIG. 2. DIAGRAM EXPLANATORY OF FIG. 1.

slack in the brake rigging is taken up. Then D1 becomes a fixed point, and further pull on lever E is transmitted to spindle F of the control valve through the short link F1, and reversing lever F2. The pull on the stem F is transmitted through a spring G to a piston H, to which is connected a valve seat K, and moves it to the right. This seat is brought into contact with valve L, thus closing communication between the atmosphere and the brake cylinder. Further movement in the same direction opens a valve M, which establishes communication between the engine induction pipe and the brake cylinder J by a passage N. The vacuum acting on the piston O pulls it towards the left, and by means of a link P, pulls on lever Q. The latter is pivotted at R, and transmits the power to lever D-D1, against which it pushes at Q1. Lever D-D1 then pivots about D and applies the brakes through the rod B-B1 with the power supplied by the vacuum cylinder added to the muscular force pulling through rod A and lever E.

### Application and Grading of the Vacuum Pressure.

The left hand side of the piston H being subjected to the same degree of vacuum as the piston O, piston H is drawn to the left as soon as the degree of suction acting on the area of that piston equals the compression of the spring G as applied by the brake pedal. This causes the valve M to close. The brakes are then held on with a force proportional to the pressure on the pedal. If the pedal be further depressed, valve M is again opened, and the degree of vacuum in the brake cylinder is increased until it overcomes the greater compression on spring G, when valve M again closes.

When the reduction of pressure on the brake pedal allows rod A to move back towards the right, valve seat K leaves the valve L, and air enters the brake cylinder from chamber S. When the degree of vacuum is reduced to correspond to the pedal pressure, the seat K moves up to and again closes valve L, the brake is then held on with reduced force.

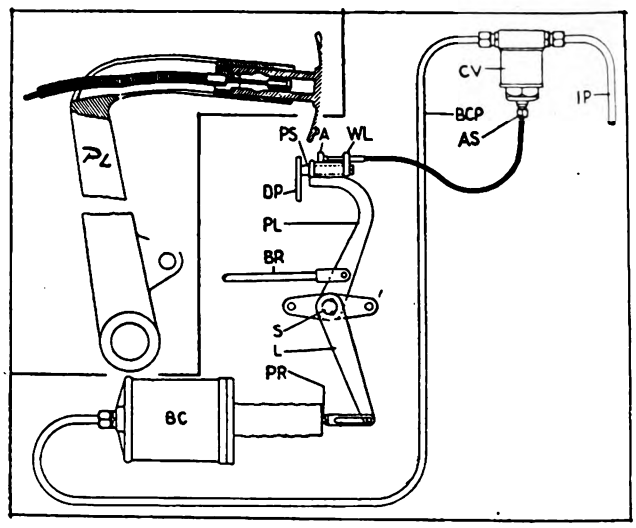


FIG. 3. AN ALTERNATIVE LAYOUT WITH SEPARATE (DETACHED) VALVE MECHANISM. INSET (LEFT) THE ADJUSTABLE BOWDEN WIRE PEDAL PL.

If the foot pressure be entirely removed from the pedal the brake is completely released.

### Maintenance Hints.

The set is fixed to the chassis by means of bolts through holes U and V in the end brackets (fig. 1).

A strainer, consisting of two perforated plates, with a layer of felt between them, forms one of the side covers of chamber S, and prevents the admission of dirt with the air drawn in through the control valve when the brake is released. Rods A and B are provided with flexible dust covers.

For lubricating the cylinder and piston, use only "Paragon" grease. It requires to be replenished only when the vehicle is in for overhaul. The mode of greasing is as follows: Remove cover V and pin D allowing link P and lever Q to be withdrawn. The interior wall of the cylinder and the piston should then be cleaned with a dry cloth and thereafter well smeared with "Paragon" grease, which is supplied by the Westinghouse Brake & Saxby Signal Co., Ltd.

It is essential that the piston leather should be kept soft and pliable to prevent leakage of air past it. In replacing the piston in the cylinder care must be taken to see that the leather enters the cylinder evenly so that it is not damaged or distorted.

The pipe leading from the induction pipe to the vacuum-servo and the connections thereof should be kept airtight.

Periodical lubrication at the oil cup OC, is necessary for the levers and pins.

### A Separate Valve Layout.

A modification of the standard Westinghouse combined valve and cylinder unit is shown in the diagram (fig. 3).

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It is not the only example of the maker's separate valve and cylinder units, but is one which, because of its simplicity and use of the well-known Bowden cable mechanism, is likely to interest many owners of light vans and other vehicles which may not be standard equipped with combination type vacuum-servo brake control.

It should be noted that with this layout (see diagram, fig. 3) the (piston type) control valve CV may be placed in any convenient position, and does not require to be in line with the pedal as in the standard arrangement. A separate brake cylinder BC is used, and its piston rod PR is usually connected to a lever on the cross shaft of the mechanical brake.

The ordinary pedal lever PL which operates the mechanical brakes by the brake rod BR, is fixed to a shaft S. One end of a Lever L is also fixed to this shaft, the other end being connected to the piston rod PR of the brake cylinder BC, by means of a pin and slotted link. The opposite end of the brake cylinder is connected by a brake pipe BCP to the control valve CV, which is also connected by another pipe IP to the induction pipe of the engine. The control valve CV is operated by a Bowden wire. One end of the outer member of the wire is connected to an adjusting screw AS, and the other end to a lug WL secured to the movable stem PS of the brake pedal DP. One end of the inner end of the wire is connected to the interior mechanism of the control valve CV, and the other end to an attachment PA secured to the pedal lever PL.

**How it Functions.**

To apply the brake the driver presses the pedal DP, which causes the pedal lever PL to move towards the right, taking with it brake rod BR, and thus bringing the brake shoes into contact with the brake drums. The brake rod BR is then under tension, and resists further movement of the pedal lever PL. Increased pressure on the pedal DP then causes the pedal stem PS to be pushed inwards towards the lever PL, carrying with it the lug WL, thus tending to shorten the outer member of the Bowden wire with relation to the inner member. This movement operates the control valve CV and opens communication between the induction pipe IP of the engine and the brake cylinder pipe BCP. The partial vacuum thereby created in the left hand end of the brake cylinder BC causes the piston therein to move towards the left carrying with it the piston rod PR, and exerting a braking effort through the levers L and PL and the brake rod BR.

Should the servo be out of action the driver can still apply the brakes mechanically as if no servo existed. The slotted link on the end of the brake cylinder piston rod PR enables this to be done without moving the piston in the cylinder.

The foregoing instructions as to lubrication of the brake cylinder and control gear apply to this form of two-unit layout, in addition to which there is occasional attention required for the Bowden mechanism. Provision for adjusting the tension as already noted is at AS in diagram, fig. 3.

Our next article will deal with
the **Marelli Vacuum-Servo Brake.**

# Round the Lancashire Associations.

**Conference of Liverpool Transport Employers.**

The Conference of Liverpool and District Road Transport Employers, which is composed of representatives of the Liverpool and District Motor Owners' Association, the Liverpool and District Short Cart and Motor Owners' Association, Motor Transport Employers' Federation and representatives of various important local trades, has given consideration to proposals put before them by several of the constituent bodies, that the time has arrived for approaches to be made to the Liverpool and District Carters' and Motormen's Union for a reduction in the present rates of wages and for some alleviation in the existing working conditions. With this end in view, it is anticipated that a meeting of the parties will take place in the near future.

**Liverpool Short Cart and Motor Owners.**

The Committee of the Liverpool and District Short Cart and Motor Owners' Association has been giving careful consideration to the regulations dealing specifically with the wings of road vehicles. In consequence of drivers being stopped by police officers, the secretary sent a letter to the Chief Constable with particular reference to wings on heavy motor vehicles and tipping wagons. In one case a driver who was pulled up because there were no mudguards over the rear wheels of a tipping wagon, pointed out to the constable that the body gave adequate protection, and furthermore through its construction as a tipping wagon, it was impracticable to fit and work with mudguards. The Chief Constable replied that he could not give a ruling on the point. If a body did not afford adequate protection, then wings or some other alternative device must be fitted. What constituted "adequate protection" must be decided upon the merits of each individual case, and an authoritative ruling could only be given by the courts, but he doubted whether much protection would be afforded by a lorry or trailer body, even if shaped round the wheel, could be so described. The matter has been taken up by the Association with Mr. R. P. Bailey, secretary of the National Road Transport Employers' Federation, who has replied that no case has been brought to his notice where any judgment has been given in this connection. If it could be proved that as a trade, transport contractors were being persecuted then some action would have to be taken.

**East Lancashire Road Transport Association.**

Motor coach owners carrying on business in the East Lancashire and South East Lancashire towns as well as in Blackpool, Burnley and Morecambe, attended a meeting convened by the East Lancashire Road Transport Association, which was held at Blackburn, on April 29th, to consider questions arising from the administration of the Road Traffic Act so far as it applied to passenger carrying vehicles. Mr. Horsfall, of Blackpool, presided. Complaints were made against the railway company for objecting to numerous applications by private owners for licences, at the necessity of attending courts in support of licences and "backings" applied for, and the cost of representation. The feeling of the meeting was that a more expeditious way of granting licences and of examining applications should be introduced. The meeting authorised its representatives to convey its opinions to a conference of coach owners to be held in London in the near future so that representations may be made to the proper quarter. Mr. J. C. Hindle, of Blackburn, who is 70 years of age and has just celebrated his golden wedding, is well known in South West Lancashire transport circles. He has been chairman of the East Lancashire Road Transport and Commercial Motor Users' Association and is still chairman of the Lancashire Federation of Road Transport Associations, of which he was one of the founders. He has a seat on the Lancashire and Cheshire Joint Road Transport Council. He took part in the first national negotiations between employers and employees of the road transport industry and was a member of the only Whitley Council that ever existed in connection with the industry.

**Blackpool and District Motor Coach Owners' Association.**

The Association embarks upon its new season's programme in circumstances that promise to be beneficial to every member. Every coach owner in the district is now in the Association and an agreed schedule of fares has been compiled, rates being an advance on those which ruled last season. It has been agreed that instead of the minimum fare for short afternoon and evening drives to places in the immediate vicinity such as Poulton, Lytham and Wrea Green, Great Eccleston and Fleetwood being 1s., the fare be 1s. 6d. On some of the long distance tours occupying the whole day, increases have been made.

**Long Distance Road Haulage Association.**

A meeting was held in Liverpool on April 30th, and one is about to be held in Manchester, with the object of forming a North Western Area Committee of the Long Distance Road Haulage Association, of which Mr. E. C. Marston, of M.R.S., Ltd., Liverpool, is chairman. In an interview, Mr. Marston explained the intention of the Association to form an area committee in each of the 13 areas into which the country has been divided by the Road Traffic Act, 1930. The meeting which has just been held in Liverpool, he said, was called with the object of impressing upon Liverpool and district long distance hauliers, the necessity for organisation on sound and businesslike lines. When the North Western Area Committee is formed, local meetings will be held probably at monthly intervals to deal with difficulties as they arise. In his speech at the meeting held at Liverpool, Mr. E. C. Marston said the weakness of the long distance motor haulage industry was that its hundreds of scattered units were fighting one another instead of combining to find a remedy for the troubles with which they were beset. When section 25 of the Act came into operation it will become an offence for a vehicle to pass over a bridge if its weight was in excess of that painted on the bridge and as the railway companies were the chief owners of these structures, it would be seen that hauliers were in a very difficult position. Liverpool, as the home of heavy long distance road haulage, ought to take the lead in the new organisation which would have to function to remove the prejudice that now exists against the road transport industry.

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# Furniture Warehousemen and Removers' Association.

## Annual Report.

THE following are extracts from the Fourteenth Annual Report of the Furniture Warehousemen and Removers' Association to be presented at the Annual General Meeting to be held at the Guildhall, Portsmouth, on Thursday, May 21st, 1931:—

The Report contains a summary of the principal subjects which have engaged the attention of the Association during the year ended March 31st last, and clearly demonstrates once again that there is a large and ever increasing number of matters which require consideration, watching and representation, and that it is necessary that the industry should be united. Further variety has been given to the scope of operations of the Association by the adoption of regulations for the conferment of degrees and by the decision to issue Certificates of Membership, and the work of the Association continues to advance step by step for the betterment of the industry.

**Road Traffic Act, 1930.** When this measure was before Parliament the Association made earnest representations in reference to the provisions as to the limitation of time for which drivers of certain vehicles may remain continuously on duty. Although the original section was re-drafted, the provisions as they appear in the Act gave rise to perturbation. Negotiations subsequently took place between organised bodies of employers and workpeople with a view to the making of a joint application to the Minister of Transport for an Order varying the requirements. An Order was afterwards issued, and a copy of extracts relating to goods carrying vehicles was furnished to Members, but your Committee feel that notwithstanding the variations made the Section will inflict hardship on the removal industry.

During the Committee stages various amendments were suggested by the Association, and it is felt to be desirable to state that the Association urged that the maximum speed for goods vehicles should be identical with passenger vehicles, but that the efforts in this particular were not successful.

Before making regulations under the Act the Minister is required to consult such representative organisations as he thinks fit, and the Association was afforded, and availed itself of, the opportunity to participate in the discussions. It was thus possible to place before the Minister and his Department, in an appropriate manner, the views of the Furniture Warehousing and Removal Industry, and the Association will doubtless be consulted with reference to any further regulations to be made.

The Association published and issued "An A.B.C. of the Road Traffic Act, 1930, as affecting Furniture Removers and a summary of the Regulations thereunder," and commendatory letters from Members have been received.

The Executive Committee has conveyed its appreciation of their labours to the Special Committee of the Association (under the able Chairmanship of Mr. G. H. Good) which in 1929 was appointed to safeguard as far as possible the interests of Members.

**Royal Commission on Transport.** The Final Report of the Royal Commission on Transport published in December last deals with the Co-ordination and Development of Transport. A synopsis of the principal conclusions and recommendations was published in the February issue of the Journal, and it will have been noticed that the Commission came to grips with the more complex and difficult considerations arising from their terms of reference.

It will be recalled that at the outset of the Commission's proceedings the Association submitted evidence and during the final stages of the Commission's deliberations the Association transmitted for their consideration a lengthy communication elaborating our views on the subject of licensing of road hauliers.

**Proposal to Institute in London the Unilateral System of Dealing with Waiting Vehicles.** In conjunction with other organisations, the Association objected to the proposal to institute the unilateral system in certain streets in London for an experimental period of six months. Effect has not been given to the proposal.

**Conferment of Degrees.** Since the last Autumnal Meeting, at which authority was given for the conferment of degrees and for the appointment of an Honours Committee to make regulations and to confer such honours, the Executive has approved regulations, copy of which appeared in the April, 1931 issue of *Removals and Storage*.

**Certificates of Membership.** A resolution was passed at the Autumnal Meeting authorising the Executive to issue Certificates of Membership.

**Design Registered when the Association's Publicity Scheme was under Consideration.** The suggestion that the design should be used by Members was discussed at the last Annual Meeting, but was not favourably considered.

**Hours of Industrial Employment Bill.** It had been hoped that this measure had been abandoned, but it was re-introduced in the House of Commons on the 13th November, 1930.

**Hiring of Vehicles (all kinds) and also Insurance and Rights of Subrogation.** A statement for the guidance of Members was published in the February, 1931, issue of the Journal, and to protect themselves Members are urged to follow the recommendations prescribed therein.

**Joint Industrial Council.** The Council meets quarterly and the matters dealt with during the period under review include:—1. Road Traffic Act—Section 19. 2. Works Council (No. 2) Bill. 3. Technical Education—Scheme of Apprenticeships.

**Parking Place Charges.** The attention of the Association was drawn to certain instances where parking place charges appeared to be excessive. Representations were made, but unfortunately did not have the desired effect.

**Road Signposts — Repainting and Omitting Mileage.** Particulars of instances which were brought to the notice of the Association were communicated to the appropriate quarter.

**Estimators' Examination.** An Examination was held on the 25th February at which there was a gratifying increase of examinees. It is hoped that Members will lose no opportunity to encourage their employees to avail themselves of this test of their knowledge and abilities.

**New Articles of Association.** New Articles of Association were adopted at the Autumnal Conference in November.

**Motor Taxation.** The Association was a signatory to a memorandum in regard to motor taxation which was recently submitted to the Chancellor of the Exchequer.

**Centre Activities.** There can be no doubt that a most important feature of the work of the Association is the meetings arranged by local centres at which a great deal is done by an exchange of views on a basis of mutual understanding and confidence.

* * * *

## Benevolent Fund.

The thanks of the Committee are due to those who, during the past year, have so generously accorded their support. The yield from annual subscriptions has shown a considerable increase as compared with the previous year; indeed, the amount realised from the subscriptions of employers and employees has in each case reached the highest figure since the inception of the Fund in 1926, and it is confidently anticipated that this progress will be maintained. It is hoped that those who may be interested and who have not yet rendered support will see their way to assist by becoming Patrons, Vice-Patrons, Life Subscribers or Annual Subscribers. The terms are:—Patrons, £52 10s. Vice-Patrons, £26 5s. Life Subscribers—Corporations or Limited Companies, £10 10s. Individual Members, £5 5s. The minimum Subscriptions of Annual Subscribers are:—Employers, £1 1s. per annum. Employees, 5s. per annum. The minimum Annual Subscription of 5s. for employees was fixed at that moderate figure in order that no employee would, by reason of the amount payable, be barred from joining.

Any members or others interested would gladly be furnished with collecting boxes if they would be good enough to acquaint the Secretary of the number they require.

The President (Mr. A. C. Osborn) has, during the year, written a personal letter to each Member of the Furniture Warehousemen and Removers' Association, Ltd., with a view to enlisting the fullest co-operation in an endeavour to increase substantially the present membership.

A large addition to the Membership would mean that the increased revenue would automatically place the Funds on a strong and sure foundation and enable the Committee to deal with all necessitious cases amply as circumstances demanded.

The grateful thanks of the Committee are extended to the Midland Centre for £17 17s. 7d.; and to the London Centre for £10 3s. realised from a Whist Drive and Dance in February, 1930. The Committee trust that other Centres will, during the coming year, make similar endeavours to popularise the objects of the Fund and at the same time augment its resources. It is hoped that the practice of some Centres in making collections at their meetings will become general.

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# The Ford 30 cwt. Truck in Devonshire.

Since the early days of motoring, Devonshire has been a favourite County for testing the hill climbing abilities of new chassis. The favourite hills for such tests are Beggars' Roost, Lynmouth, and the famous Porlock. On these hills recently a 30 cwt. Ford Truck demonstration was given. The Ford Motor Co. believe this to have been the first successful series of climbs of these particular hills, by fully laden commercial vehicles.

FORD TRUCK ON BEGGARS' ROOST.

Two vehicles were used for the purpose of the demonstration, one loaded with 30 cwt. ballast, in addition to which nine passengers were carried up the steepest inclines; the second vehicle was loaded with a standard Fordson agricultural tractor. On the various hills, stops and restarts were made to demonstrate the ample power in hand. Porlock hill, as our readers are probably aware, provides a 2½ mile climb and has a maximum gradient of 1 in 4., a rough surface and two sharp hairpin bends. We are informed that the Ford 30 cwt. truck took this easily, without having once to drop to bottom gear.

After demonstrating on Porlock the trucks proceeded to Lynmouth, joining a convoy of other Ford vehicles which had already been demonstrating in the district to local dealers and business men. At Lynmouth another demonstration was given by the Porlock trucks, this time climbing Lynton hill.

FORD TRUCK AT HAIRPIN BEND ON LYNTON HILL.

A luncheon was held at the Castle Hotel, Lynmouth, Mr. W. J. Rand, Advertising Manager of the Ford Motor Co., presided and was responsible for all arrangements.

# A New Articulated 6-Wheeler.

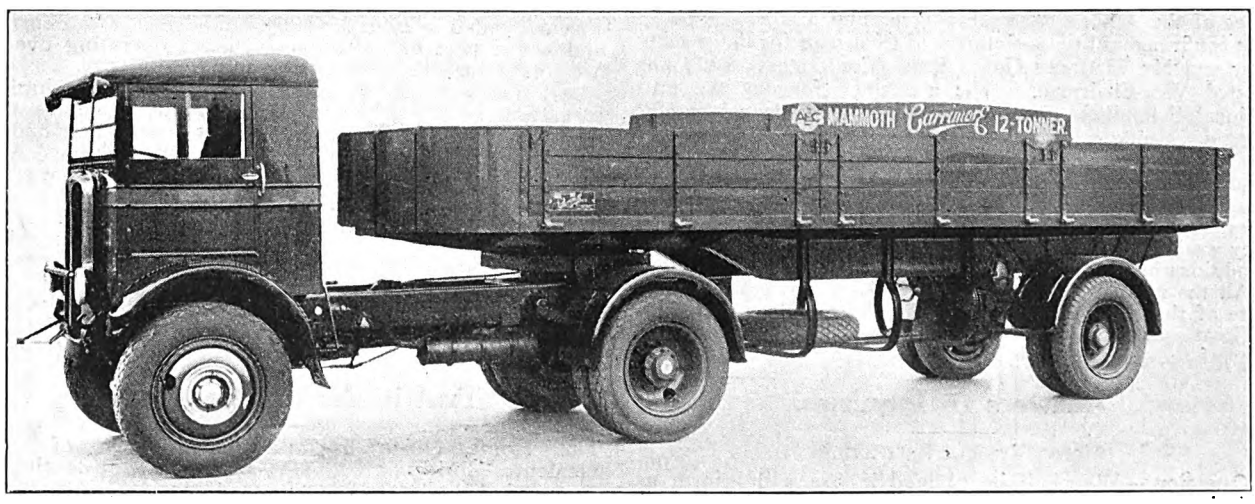
The latest addition to the range of A.E.C. goods vehicles is the "Mammoth"-Carrimore 12 tonner—a 6 wheel model expressly designed to meet the legal conditions affecting heavy duty transport units as imposed by the Road Traffic Act, 1930.

The 6 cylinder, 110 h.p. power unit is the same as used for the standard "Mammoth" model, and all other features remain unaltered with the exception of the shortening of the chassis wheelbase to 10 ft. 6 ins. This has the effect of making the vehicle extremely manœuvrable, and it is a point worthy of note that the complete unit can be turned round in a roadway as wide as the diagonal length of the body.

The body, as shown in the illustration, is of the hinged and detachable sided pattern, constructed to drop in three sections. Its load length is 25 ft. 6 ins. which brings it well within the legal overall limit. The interior height of the sides is 2 ft.

A 14 ins. frame of 7/16th ins. section has been used for the carrier portion, whose wheels are interchangeable with those of the prime mover. Servo brakes, controlled by the foot pedal, operate on all the six wheels.

The turntable, mounted at the rear of the "Mammoth" chassis is constructed of heavy steel pressings, and built on the well-known Carrimore principle.




THE A.E.C. "MAMMOTH"-CARRIMORE 12 TON ARTICULATED 6-WHEELER.

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# The Hauliers' and Concrete Aggregate Merchants' Alliance.

At a meeting held during the early part of last month at the Council Offices, Treaty Road, Hounslow, which was attended by some of the leading hauliers and merchant hauliers engaged in the haulage of sand, ballast, etc., it was decided to form an association of sand and ballast merchants and haulage contractors with the specific objects of dealing with haulage rates and protecting the interests of members generally.

MR. FRANK F. FOWLER, CHAIRMAN.

Mr. F. F. Fowler (Murrell's Wharf, Ltd.), London, presided and dealt with the principal causes of the existing low rates for haulage and said that something must be done to stabilise rates. There was, of course, no question of an attack being made on consumers, the object being merely to obtain economic rates and a fair deal.

Mr. Fowler paid tribute to the excellent work that had been done by the Ballast, Sand and Allied Trades' Association and said the suggestion was that the new Association might work side by side with the B.S.A.T.A. and, it was hoped, in co-operation with it.

The following committee was appointed, in addition to the Chairman, Mr. E. S. Clifford (Cliffords (Fulham), Ltd., Great West Road, London, W.4.), Mr. T. Leigh De Fraine (Chartridge, Chesham, Bucks), Captain E. G. Gordon-Poggi (Gordon Transport, Ltd., 6, Stamford Brook Road, London, W.6), Mr. H. J. Greenham (Henry J. Greenham (1929), Ltd., Langley, Bucks), Mr. H. Hands (Wm. Truckell, Ltd., 141e, Battersea Park Road, London, S.W.8), Mr. T. R. Sanders (5, High Street, Windsor), Mr. H. Janes (Janes Bros. (Contractors), Ltd., 2c, Buckingham Avenue, Trading Estate, Slough).

AN "ALLIANCE" FORMED.

At a further meeting held at Hounslow, on May 6th, the Association came into being, and "The Hauliers' and Concrete Aggregate Merchants' Alliance" was formed. The rules of the Association were adopted and Mr. F. F. Fowler was confirmed in his appointment of Chairman for the ensuing year and Mr. H. Janes (Janes Bros. (Contractors), Ltd., was elected Vice-Chairman. The gentlemen forming the provisional Committee as mentioned above were elected *en bloc* for the ensuing year.

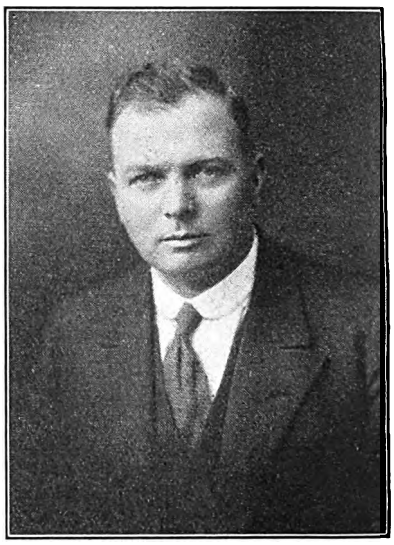
An interesting discussion took place on the question of haulage rates at present quoted and in the result it was unanimously agreed to leave this and other important questions to the Committee, the hope being expressed that they would take immediate action in an endeavour to improve conditions in the industry.

All the members of the Committee have had much experience of the trade particularly during the post-war period.

Great satisfaction was shown by those present at the formation of the Alliance, it being contended that as there was no other Association covering their particular needs the formation of the alliance would fill a long felt want and that it was assured of a successful future. It was pointed out that the measure of that success would depend upon how many of those engaged in the industry joined the Alliance as the future of the trade rested upon whole hearted support of the efforts to be made by the Alliance to bring rates back on to an equitable and economic basis.

OBJECTS.

Briefly the objects of the Association are to regulate the relations of those engaged in the business of hauliers and sand and ballast merchants, and to stabilise conditions in the industry particularly as regards haulage rates and the price of delivered materials; to encourage, promote and protect the industry and generally to obtain for members the advantages of mutual co-operation and support; to enter into such arrangements as may be for the benefit of the Alliance; to give advice and render assistance to members; to resist any action or proposal deemed contrary to the best interests of members.



MR. H. JANES, VICE-CHAIRMAN.

The ultimate aim of the Alliance is to have on its membership roll those engaged in all branches of short distance haulage.

SOME OF THE OFFICERS.

Mr. Frank F. Fowler, Chairman of the Alliance, is the General Manager of Murrell's Wharf, Ltd., Blackfriars Bridge Wharf, London, S.E.1, with which Company he has been connected for about thirty years. Murrell's Wharf, Ltd., controls many river and coastal barges and employs about 25 steam wagons. Every year some 250,000 tons of material are dealt with by the haulage side of the business.

Mr. H. Janes, Vice-Chairman of the Alliance, is Managing Director of Janes Bros. (Contractors), Ltd., haulage contractors, sand and ballast merchants, 2c Building, Buckingham Avenue, Trading Estate, Slough, Bucks. The Firm, founded in 1921, is firmly established in the business and has a fleet of up-to-date vehicles operating over an area of some thirty miles from Slough.

Mr. Janes acted as Honorary Secretary during the formation of the Alliance relinquishing this office upon being elected Vice-Chairman. He also acted as Honorary Secretary for the Ballast, Sand and Allied Trades' Association during the setting up of this body and was one of the prime movers in its formation. He is still a member of the Central Committee of the B.S.A.T.A.

Both Mr. Fowler and Mr. Janes have had long experience of the transport industry and know intimately the troubles from which it has suffered in recent years.

All communications regarding the Alliance should be addressed to The Secretary at 6, Stamford Brook Road, Hammersmith, London, W.6.

## Answers to Inquiries.

MOTOR VEHICLE REGULATIONS.

**Question:**—We shall be obliged if you will inform us if it is necessary to mark the unladen weight and speed on the offside of a light commercial motor vehicle, i.e., a vehicle, the unladen weight of which is not more than 2½ tons. Our query arises from the Motor Vehicle (Construction and Use) Regulations, 1931, a precis of which appeared in your issue of February 16th last.

**Answer:**—A vehicle, the unladen weight of which does not exceed two tons and a half, is classified as a motor car under the Road Traffic Act and it is not necessary to mark on the vehicle the weight and speed.

## Traffic Accidents in 1930.

THE Home Office has issued a return of traffic accidents during 1930. It shows a substantial increase in the number of such accidents, and also in the numbers of deaths and personal injuries resulting from them, in comparison with the previous year's figures. Over the whole of Great Britain, 7,305 persons were killed in traffic accidents during 1930 and 177,895 suffered personal injuries. In 1929 there were 6,696 deaths from similar causes, and 170,917 persons were injured. The total of killed and injured, therefore, was greater last year by 7,587 than in 1929. In the Metropolitan Police area 1,398 persons were killed and 55,827 injured in traffic accidents. In the City of London 17 persons were killed and 836 persons injured.

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# Motor Coach and Bus Notes.

**Traffic Commissioners—Southern Area, Scotland.** — Owners of public service vehicles in the Southern Area, Scotland, have received a letter from Mr. T. E. B. Chalmers, the Certifying Officer, stating that in view of the fact that there are many owners who desire to have new vehicles passed for a Certificate of Fitness with as little delay as possible he has arranged to inspect such vehicles at the following centres:—Edinburgh—June 8th and June 29th; Glasgow—May 18th, June 1st and June 15th; Dumfries—May 25th and June 22nd. Owners should give the Certifying Officer at least seven days clear notice of their desire to avail themselves of these facilities. Mr. Chalmers address is 44, Palmerston Place, Edinburgh.

**The Prince's First Bus Trip.** — The Prince of Wales travelled over 5,000 miles—to Peru—and took his first ride in an omnibus. The vehicle was built by the Associated Equipment Co., Ltd., of Southall, England, and shipped to Lima for service with the Metropolitan Bus Company of that city. It was while attending a ball held at the British Legation in Lima, according to "El Commercio," that the Prince expressed a wish to have an interview with the Manager of the Metropolitan Company concerning the activities of the business he controls, and the possibilities of establishing trade relations with Great Britain. He also made known his desire to inspect the bus which had recently come out from England. The following afternoon, in the garden of the British Legation, H.R.H., accompanied by Lord Ednam, a member of his suite, Mr. Bentinck, the British Minister, and Mr. W. M. Gurney, Commercial Secretary to the Legation, inspected the bus, its various mechanical features being explained to him by Sen. Carlos A. Franco, Manager of the Metropolitan Company, and Mr. Lacy-Hulbert, representative of the Company which built the vehicle. At the Prince's request a trip was then made over the country club tracks and outskirts.

**"Invasion" of Afghanistan.**—A 20-seater Commer "Invader" coach has been specially built for shipment to Afghanistan where it will be put into service on the Kabul—Peshawar route.

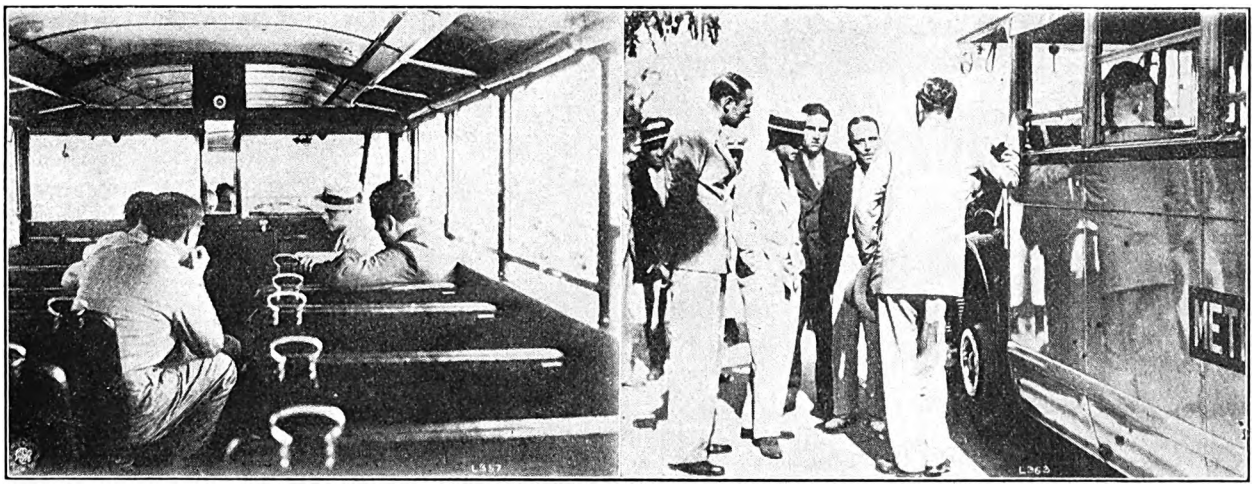
**Speed-up for August Rush.** — Good progress is being made with the United Bus Company's £40,000 garage at the corner of Portland Terrace and Jesmond Road, Newcastle, and the work is being speeded-up to get the premises ready for the August holiday rush. This huge pile of buildings will provide accommodation for over 150 buses as well as a large office staff. There will be seven main entrances to the garage from Portland Terrace and a special exit, which will be used for emergencies, into Jesmond Road. The building, which is mainly composed of iron, stone and bricks, will be fire proof.

**Buses to Replace Trams.**—Carlisle Corporation has decided definitely to purchase the tramway undertaking of the Carlisle & District Transport Co., Ltd., besides other assets, the cost amounting in all to £86,500. The object in view is to start a municipal bus service, though this may be leased.

**Motor Bus Pioneer.**—The death has occurred, at the age of 80 years, of Mr. John Charlton, of Messrs. J. Charlton & Sons, Hebburn, well-known motor bus owners and one of the pioneers of the long-distance service from the North to London. Mr. Charlton worked for many years as a blacksmith, retiring therefrom when 60. The funeral took place on May 3rd.

**Public Service Vehicles.**—In accordance with the powers conferred upon him by Sections 84 and 85 of the Road Traffic Act, 1930, the Minister of Transport has made Regulations as to the conduct of passengers in public service vehicles and as to the conduct of persons licensed to act as drivers or conductors of public service vehicles when acting as such. Copies of the Regulations, which are entitled "The Public Service Vehicles (Conduct of Drivers, Conductors and Passengers) Provisional Regulations, 1931," are obtainable from H.M. Stationery Office or through any bookseller.

**Coach Owners Win.**—Wigan and District Motor Coach Owners' Association, the Liverpool Corporation and the L.M.S., objected before the Traffic Commissioners for the North Western Area to the application of the Wigan Corporation for a licence for excursions and tours by motor bus. It was pointed out that the services would be confined to the summer months and at no time would be earlier than 6 p.m. Mr. R. H. Gee, representing the Wigan motor coach owners, gave an assurance that his members would do their best to meet the requirements of the excursionists. The Corporation withdrew its application.



H.R.H. THE PRINCE OF WALES INSPECTING THE A.E.C. BUS IN WHICH HE TOOK HIS FIRST BUS RIDE.

**Inter-running Agreement Modified.**—The agreement between the Darwen and Blackburn Corporations for the running of an express omnibus service between the two towns has been modified. Instead of the revenue from the service being divided in the ratio of 45 per cent. to Blackburn and 55 per cent. to Darwen Corporation and the mileage being run by each Corporation in the same proportion, the revenue is to be divided between the two Corporations in equal proportions, each Corporation to bear its own costs of operating one half of the service.

**Awaiting the Commissioners Decision.**—The agreement between the Liverpool Corporation and the group of motor bus companies, in which the railway has an interest (Ribble, Crosville and Merseyside), for the rationalisation of the local passenger transport services, has been ratified. None of the routes now operated by the Ribble, Crosville and Merseyside companies from districts outside Bootle, but which routes pass through Bootle and proceed to Liverpool, will be interfered with, subject, of course, to the Traffic Commissioners granting the necessary licences to these companies and the Corporation. With regard to the Merseyside services operating in Bootle or from Bootle into Liverpool, these services will be replaced by Corporation bus services. Application has been made by the Liverpool Corporation to the Traffic Commissioners for the necessary transfer to the Liverpool Corporation of the licences at present held by the Merseyside Touring Company from the Bootle Council.

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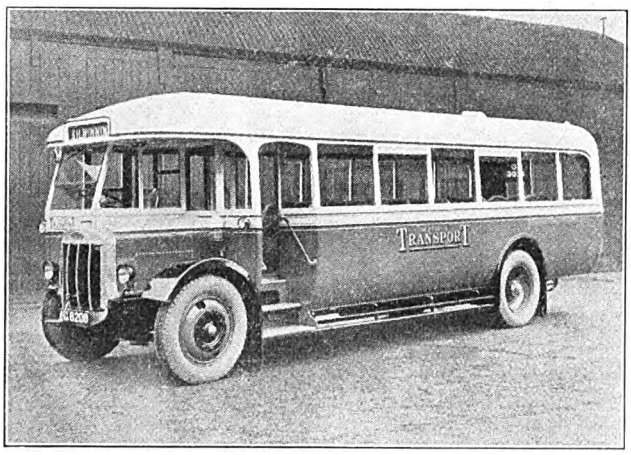
Although the services operated by the Merseyside Touring Company may not be run in future exactly as they are at present, bus services to meet all traffic requirements in the Bootle area will, subject to their being financially justified, be maintained. The greater part of the route is served by Liverpool Corporation tramcars. There will be no break in the continuity of the services. It is the intention of the Corporation to maintain these services for a period in order to ascertain whether the traffic on the route is adequate and sufficient to justify the services being maintained and if this is found to be so, the Corporation will continue them. On the other hand, it is the view of the City Council that they cannot extend facilities to the passengers who use these routes, superior to the facilities provided for their patrons in the city, and if it is found that the financial returns on these routes are such as to warrant the services being curtailed or withdrawn, the situation will be considered again.

**"Express" Omnibus for Scottish General Transport Co., Ltd., Kilmarnock.**—We illustrate an omnibus, one of a large number recently supplied by T.S. Motors, Ltd., the well-known commercial motor vehicle manufacturers, of Maidstone, to the Scottish General Transport Co., Ltd. The chassis is the firm's well-known and popular "Express" type B.10A.2. with 17 ft. wheelbase. The engine is of Ricardo design 29/70 h.p. The "Express" is popular amongst many of the most important operating companies in the country, primarily due, we are informed, to its economical performance. The body of the vehicle illustrated was made by the Brush Electrical Engineering Co., Ltd., to the design of The British Electrical Federation, Ltd. Seating is arranged for 32 passengers, and the upholstery is a special pattern of moquette with the edges of the cushions and back rails in blue leather.



ONE OF T.S. MOTORS' "EXPRESS" BUSES IN THE SERVICE OF THE SCOTTISH GENERAL TRANSPORT CO., LTD.

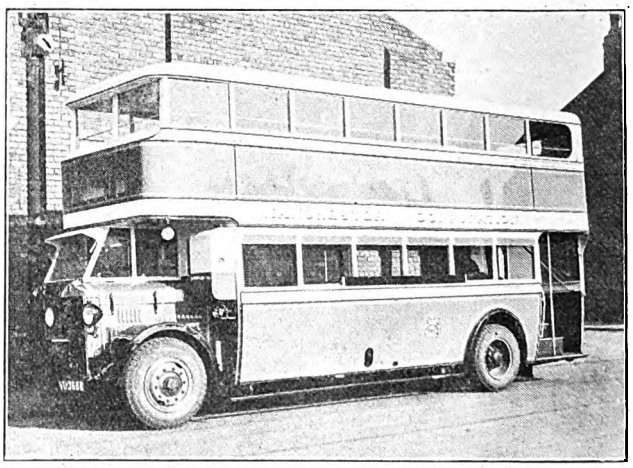
An important feature is the container roof which is designed to carry passengers' suit cases, etc.

**New Bus Contract Conditions.**—New conditions have been imposed upon passengers holding contract tickets for travel by the motor buses of Ribble Motor Services, Ltd. Prices of contracts have been substantially reduced but passengers must pay one penny for each journey they undertake. Persons who make one return journey per day, on contract tickets, are well in pocket by the change, but not so the person who makes very extensive use of his pass. The case from the Ribble Company's standpoint is that contract holders had not been paying for what they had been receiving, because contract rates had been far too low, in fact, were heavily subsidised by ordinary fares. As many people could not afford to put down the value of a contract, the basic rate had been so reduced to overcome that disadvantage which should result in a considerable increase in the issue of contracts. The old half-yearly contract between Preston and Penwortham, which used to cost £3 2s. 6d., is now £1 5s., so that reckoning two return journeys per day costing 4d., the total expenditure for the six months would be £3 17s., equivalent to a little over ½d. per mile. The new method will ensure the examination of contracts on each journey by the bus conductor.

**Blackpool Season Opens.** — Thirty Blackpool motor coach owners ran special tours in connection with the local tradesmen's holiday at the beginning of this month nearly all of them participating in extended touring work, for which a comprehensive programme had been drawn up. Fares, inclusive of travel and hotel accommodation for two days or more, worked out at 19s. to 22s. per day, which even in these days of depreciated values, must be considered extraordinarily cheap for the quality of the rolling stock which the Blackpool owners employ. After Whitsuntide, of course, the demand for travel facilities is sustained entirely by the visiting population of Blackpool and not by the residents who, during the holiday season, are mainly concerned in catering for the needs of the visiting population.

**Manchester's Surprise.**—At the opening court of the North Western Traffic Commissioners, Mr. R. H. Adcock, Deputy Town Clerk, Manchester, said it was with surprise that Manchester and practically all the operating municipalities in South-east Lancashire had received in the last days for objections, a wholesale batch of objections to practically every application made by the municipalities. By the Acts of 1928 the railway companies got powers to operate omnibuses and they had opposed practically every Bill promoted by a local authority for the same end. In the present case, objections had been lodged by them to over thirty of the Manchester applications. Mr. Adcock suggested that the railway companies could only obtain licences if they became partners in the co-ordinated service of Manchester and the other local authorities and, apparently, they didn't want to engage with the authorities, but wanted to force the hand of the local authorities by making the Traffic Commissioners insist upon co-ordination and on the railway companies being entitled to share in this road service.

**Heavy Oil Engined Buses for Manchester.** — Crossley Motors, Ltd., have received a further order from Manchester Corporation Transport Department for 9 double-deck chassis. Five of these are the standard "Condor" petrol-engined chassis, and 4 are for double-deck chassis with the Crossley heavy oil engine. The Crossley heavy oil engine is interchangeable with the Crossley petrol engine, and when these 4 are delivered Manchester will be running 6 heavy oil engined buses. This is the seventh repeat order from Manchester, and will bring the total of Crossley omnibuses in service with Manchester Corporation Transport Department to 162.



THE FIRST OF 5 CROSSLEY HEAVY OIL-ENGINED DOUBLE DECKERS FOR MANCHESTER.

## Distribution of Public Service Vehicle Examiners.

### Southern Area, Scotland.

| Examiner. | Private Address. | District Hdqrs. | Counties. |
|---|---|---|---|
| G. P. Miller. (Senior) | 163, Morrison Street, Edinburgh. | Edinburgh. | East Lothian. Midlothian. |
| A. H. Amos. | 113, Comiston Road, Edinburgh. | | West Lothian. Edinburgh. |
| W. C. Hale. | 159, Boreland Drive, Glasgow. | Glasgow. | Dunbarton. Lanark. |
| D. Scott. | 9, Ashkirk Drive, Mosspark, Glasgow. | | Glasgow. |
| H. C. Cullen. | c/o Mrs. Gilchrist, Hope Street, Falkirk. | Falkirk. | Stirling. |
| E. W. Reid. | 43, Woodfield Crescent, Ayr. | Ayr. | Ayrshire. |
| A. Riddell. | 255, Muiryhall Street, Coatbridge. | Greenock. | Bute. Renfrew. |
| G. C. Howarth. | c/o Mrs. Anderson, 25, Buccleugh Street, Dumfries. | Dumfries. | Dumfries. Kirkcudbright. Wigtown. |
| W. J. Pickard | c/o Arnot, 13, Dalkeith Place, Hawick. | Hawick. | Berwick. Peebles. Roxburgh. Selkirk. |
| A. Johnstone. | c/o Smith, Olney Bank, West Bay, Dunoon. | Dunoon. | Argyll. |

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# Roads Improvement Association.

## Annual General Meeting.

THE forty-fourth Annual General Meeting of the Roads Improvement Association was held in the Assembly Room at the Central Hall, Westminster, London, on April 29th last.

**The Hon. Sir Arthur Stanley, G.B.E., C.B., C.V.O.,** who presided over a good attendance, was supported by Major Walter E. Elliot, M.P., Mr. David Vaughan, M.P., Alderman Palin, M.P., General M. Mowat, C.B.E., Mr. William Haigh, M.A., B.Sc., Col. R. E. Crompton, M.Inst.C.E., Col. D. Watts-Morgan, C.B.E., D.S.O., M.P., Mr. Peter Freeman, M.P., Mr Dan Chater, M.P., Mr. Somerville Hastings, M.P., and Mr. W. T. Kelly, M.P.

**Sir Arthur Stanley** said that in the absence of their Chairman, Mr. Rees Jeffreys, who had not yet returned from his world tour in extension of his already wide knowledge of the potentialities of road development, he would ask Mr. Haigh, one of their Vice-Chairmen, to move the adoption of the Annual Report.

Before he did so he would like to refer to the loss they had sustained by the death of Earl Russell who had been a member of the Council of the R.I.A. for over 30 years and a Vice-President since 1925. He would not say that the views sometimes held by Earl Russell and those held by other members of the R.I.A. always coincided, but perhaps Earl Russell's views were just as likely to be right as theirs. (Applause.) Earl Russell had been a great tower of strength to them and they all knew how well he fought their case in the House of Lords.

He would like to say how appreciative those who had been road enthusiasts for over 40 years were of the progress that had taken place in the modernisation of our roads during the last two or three years. Many of the reforms the R.I.A. had advocated for over 25 years were being adopted and they were sure that substantial benefits would accrue.

No-one to-day felt that better roads were simply being provided for the sole benefit of speed mad motorists. Ample road facilities were imperative for the efficient operation of transport which was so vital to the economic and commercial life of the country. Roads were now recognised as probably our most important public service.

We had not yet in the United Kingdom so many motor vehicles per head of the population as exists in America—but we already had more vehicles per mile of road than in any other country in the world.

Although the country is now spending over one million pounds per week upon road improvement and maintenance the volume of road development work actually in hand at present is not commensurate with the amount of money that has been made available for road work and the number of schemes of improvement that have been approved. He knew routine had to be followed and formalities observed in all public services, but in view of the urgent need to provide work for the unemployed and for additional road facilities to be available for our ever-increasing traffic, they would like the Government definitely to tackle ways and means of short circuiting these routine formalities to ensure that a larger volume of road work is actually put in hand at once. They had the support of the Minister of Transport in this. Mr. Morrison was frequently appealing to local authorities to push on with approved road works. He noticed that at Derby recently the Minister said: "A determined effort by all concerned will not only be of assistance to this country in weathering the present crisis, but it will mean that when the situation improves we shall find ourselves in possession of a modern and highly developed highway system, which will be second to none in its suitability for the purposes of modern road transport."

After all road users were now paying their taxes for roads and these roads were needed to-day. The R.I.A. wanted the money in the Road Fund turned into roads as rapidly as possible. They felt that very substantial benefits would accrue from a capital expenditure of fifty million pounds during the next five years—at the rate of ten million pounds per annum—in the direction of modernising our existing road system by widening narrow sections of important roads, the bye-passing of congested central areas, the reconstruction of weak bridges, the elimination of level crossings, the opening out of dangerous junctions, blind corners, and the like, and the construction of more footpaths. This would not only considerably assist the unemployment situation at a time when it badly needs help, but would give us at the end of five years a road system that, with our ordinary maintenance and improvement expenditure, would be sufficient for the needs of traffic for the next 25 years.

He was much interested, therefore, to note that the Chancellor of the Exchequer, in his Budget speech, indicated that the Exchequer was coming to the aid of the Road Fund to meet the cost of expedited road schemes and that power would be sought in the Finance Bill to raise loans for this purpose.

Our road improvement and development programme had never recovered from the setback caused by the raids on the Road Fund by Mr. Winston Churchill in 1926 and 1927 when nineteen million pounds of the capital of the Road Fund was transferred to general revenue.

**Mr. William Haigh, M.A., B.Sc.,** a Vice-Chairman of the Association, moved the adoption of the Annual Report.

He said it should be borne in mind that we were now standing at the end of a development period of some ten or fifteen years, and when the history of that time came to be written, one of the most, if not the most, striking pages of that history would be the enormous increase in road traffic which has taken place in that period.

During the last few days there had been published a roadway goods transport guide from which it appeared that there were in existence some 20,000 different regular goods services throughout the country. This alone went far to justify the existence of an Association such as the R.I.A. and indicated how worthy the Association was of support in view of the enormous amount of work that lay before it.

The Traffic Commissioner for the Metropolitan Traffic Area, Mr. G. F. Robinson, was now receiving applications from motor coach operators for licences, and the question of road versus rail would be one of the crucial questions of the day. The railways were up against the question whether this advancing tide was going to overwhelm them or whether they could resist the advance. The position was well recognised by the railways and he understood they were offering opposition to every possible claim for a motor coach licence. That, of course, was a gesture and did not necessarily indicate that the railways thought no coach licences should be granted, but it did show that the railways realised the seriousness of the position.

The Report was adopted unanimously.

Several members of the All Parties Roads and Bridges Committee of the House of Commons attended the meeting and expressed appreciation of the work being done by the R.I.A. **Lt.-Col. D. Watts Morgan, C.B.E., D.S.O.,** expressed the view that there is room for both rail and road transport and we must not close our eyes to the fact that roads will require to be improved and will carry more in the future than they have done in the past.

**Alderman J. H. Palin, M.P.,** in the course of his remarks, said that this country is in need of both roads and railways.

The Annual Accounts were adopted on the motion of **General Magnus Mowat, C.B.E.** He said he hoped that 1931 would bring a little more prosperity and that there would be more funds available to enable the Association to tackle on a larger scale the wide programme of work ahead of it.

H.R.H. Prince Arthur of Connaught, K.G., was re-elected President of the Association. The other Officers elected were:—Vice-Presidents: Hon. Sir Arthur Stanley, G.B.E.; Viscount Brentford, P.C.; Sir Edward Iliffe, C.B.E.; Mr. W. Rees Jeffreys; Sir Edward Manville, M.I.E.E., J.P., and Major Walter E. Elliott, M.P. Hon. Treasurer: Sir Edward Iliffe, C.B.E. Hon. Technical Adviser: Mr. John A. Brodie, M.Inst.C.E. Chairman: Mr. W. Rees Jeffreys. Vice-Chairmen: Col. R. E. Crompton, C.B., and Mr. William Haigh, M.A., B.Sc.

After other formal business a vote of thanks was accorded to the Chairman. Sir Arthur Stanley, in his reply, specially thanked the Members of Parliament who had attended the Meeting, and assured them that all the resources of the Association were always available in support of the efforts to secure for this country a highway system that would enable each and all to travel freely and safely at all times.

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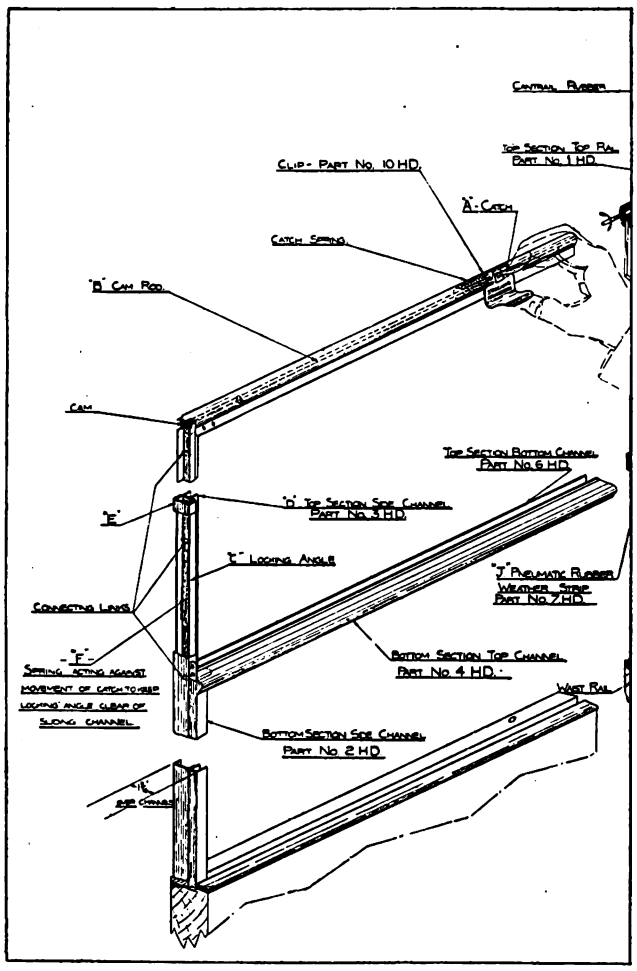
# Strachans Half-Drop Window.

Strachans (Acton), Ltd., have completed arrangements to put their half-drop windows into full production and they are already including them in a large number of double deck bodies which they are building for important passenger undertakings. The price will vary according to the material and finish of the metal frame. Particulars may be had on application to the Company. The operation of the window is as follows:—It is controlled entirely by the thumb and first finger. Referring to the diagram: by depressing the catch (A) the cam rod (B) is revolved, the cam of which forces the angle (C) down. The latter, being connected by links to the window frame is naturally drawn nearer to it, thereby lessening the distance between the outside faces of the two sections.




EXPLANATORY DIAGRAM,
STRACHANS' SELF-LOCKING HALF-DROP WINDOW.

The window is then free to slide in the fixed channels (E), which are screwed to the pillars. On the release of the catch (A) the angle is forced outwards again by the spring (E) and the window is rigidly fixed each side of its entire depth. When closed, a weather seal is provided between the upper and lower frames by a pneumatic rubber section (J) which also absorbs vibration. The entire window (upper and lower halves) may be removed from the frame in a few minutes by the removal of the two screws in each of the bottom section brakes and three screws from each side channel.

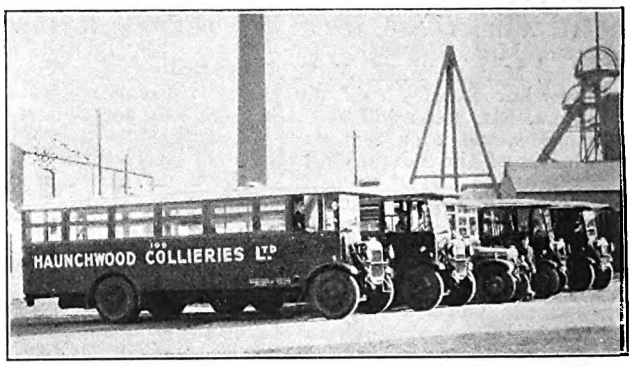
# A Colliery Company's Transport Service.

**By E. W. COBBIN, Transport Manager of Haunchwood Collieries, Ltd., reprinted from The Thornycroft Basingstoke Works Magazine.**

In 1924 Messrs. Haunchwood Collieries, Ltd., of Nuneaton, Warwickshire, decided to purchase a number of buses to convey their workmen to and from work. Various makes of chassis were tested, the final selection being "Thornycroft." Five solid tyred "JB Long" chassis were ordered, to be fitted with special 50-seated single-deck bodies. These were put into operation in August, 1924, running over various routes, including some of the worst roads in the Nuneaton district. They caused quite a stir, people coming to their front doors to see the new type of miners' "Paddy."

The buses became so popular with the workmen that it was decided to buy two more. As the first five were giving good service, the order again went to Thornycroft's, but this time pneumatic tyres were specified. The two newcomers were used on the long distance service (10 miles from the pit), owing to their superior speed.

The provision of buses to bring a large number of men from the outlying districts to work in our pits had been such a success that it was decided to change the whole fleet for faster pneumatic tyred vehicles. Again several makes were tested over our routes, with the result that the Thornycroft "BC forward" proved the best. With this new fleet, which




HAUNCHWOOD COLLIERY "THORNYCROFT" COACHES FOR PITMEN.

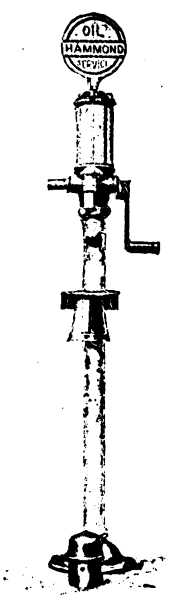
is illustrated in the accompanying photograph, we were enabled to speed up the services considerably, as we could do one long run and one short one in the time it used to take to do a single trip only.

Up to date the buses have covered 520,000 miles, carrying approximately 650 men daily, without a man losing a single minute's work through delay; even when the local public passenger services gave up on account of weather conditions, the "Blue Fleet" carried on. We don't know what breakdowns are, because we never have any. A number of our buses have run 30,000 to 40,000 miles without incurring the expenditure of a single penny for repairs, renewals or tyres.

The bodies are equipped with wooden lath seats, but these are quite comfortable and the men coming out of the pit appreciate an agreeably warm conveyance to carry them home. On return to the garage the vehicles are cleaned out and disinfected, ready for the next shift.

In exchange for a weekly fare, which works out at about three-eighths of a penny per mile, each man receives a ticket, stamped with the shift on which he is working. The services are run to a time-table, which the drivers observe so faithfully that the people on our routes check their clocks by the passing of the buses.

# The S.I.A.M. Oil Pump.




THE S.I.A.M. OIL PUMP.

Liquid Measurements, Ltd., Hammond Works, Victoria Road, North Acton, London, N.W.10, are the sole concessionaires for the S.I.A.M. all British oil pump which provides an easy and clean method of supplying oil to vehicles. It is provided with a positive automatic non-drip valve which eliminates oil pools. It has a vitreous enamel finish, impervious to weather and hard wear. It is provided also, with a weather proof meter accurately recording the amount of oil delivered. The pump can be placed anywhere, either directly over the tank or by pipe from a remote supply tank. It is not a pressure fed system. It is sold in two models, Model 201, including the 50 gallon tank, 1 ft. 11 ins. in diameter by 3 ft. deep of mild steel plate electrically welded with lockable filling pipe, costs £19. Model 201-U, also costs £19 but does not include tank. It is for use where it is not possible to place the tank immediately below the pump. In this model the pump may be placed in any position and is connected by pipe line to a distant tank, from which the reservoir is fed by gravity.

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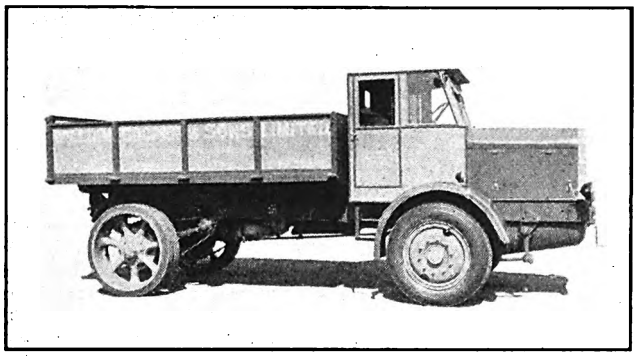
# The 8-ton "Trader Six 90."

THE PEERLESS TRADING CO. (Spares & Repairs), LTD., Slough, have placed a new 8-ton chassis on the market known as the "Trader Six 90." It is specially designed to meet the transport requirements of the sand and gravel industry and consequently it may be regarded as an all round contractor's transport unit.

Its legal capacity is 8 tons on a platform body, 7½ tons



THE "TRADER SIX 90."

with drop sided body, and 6 cu. yds. when fitted with a hydraulic tipping body. It is fitted with twin solid tyres on the rear wheels and pneumatic tyres on the front, and, as may be seen from the photograph, the front axle is well to the rear of the engine, by which arrangement a fair share of the load is carried by the front axle thus relieving the rear axle so that the latter does not carry more than 8 tons when the vehicle is loaded. The chassis price is £798; fitted with a drop side or platform lorry and enclosed cab £898; or with a hydraulic end tipper of the St. Paul type (maximum lifting capacity 15 tons) £998; the prices including a twelve volt lighting and starting set and also painting and lettering.

The engine employed is the Meadows 6 E.W. 6-cylinder model the nominal horse power of which is 33, developing 90 b.h.p.; the bore and stroke are 95 m.m. by 130 m.m. The engine is a monobloc casting provided with detachable cylinder head of which the design of the combustion chambers are a special feature, promoting gas turbulence and rapid explosion. The valves are of the overhead type, push rod operated. Ignition is by automatic control and advance and retard magneto, eliminating hand control. The fuel is fed by mechanical petrol pump. The crankshaft is mounted in seven bearings. Lubrication is by gear type oil pump to all main bearings, the oil first passing through efficient filters. Transmission from the engine is through a single dry plate clutch. The gear box is strongly built throughout and provides four forward speeds and a reverse, and from the gear the drive is through chromium steel jackshafts and by chains to the rear wheels. The rear axle is a heavy section drop forged beam.

The jackshafts are provided with foot brakes. Front wheel brakes can be fitted as extra. The front wheels are steel disc, fitted with 40 in. by 8 in. pneumatic tyres. The rear wheels are the hollow spoke type fitted with 40 in. by 6 in. twin solid tyres. Steering is of the Marles type. Chassis lubrication is by pressure gun and nipple. The petrol consumption under full load is given as 9 m.p.g.

The principal dimensions are as follows:—wheelbase 11 ft. 5 in.; track 5 ft. 10¾ in.; overall length 9 ft. 3 in.; overall width 7 ft. 6 in.; dash to end of frame 15 ft. 1 in.; frame height from ground 3 ft. 4½ in.; turning circle 50 ft. diameter.

# London Chamber of Commerce and the London Passenger Transport Bill.

THE Council of the London Chamber of Commerce, after considering a report from their Transportation Committee upon the provisions of the London Passenger Transport Bill, have forwarded to the Joint Committee the following statement of their objections to the measure:—

1. That in spite of the protestations of the Government that they are anxious to place London's transportation outside political control, the Bill does in fact, place complete control in the hands of the Minister of Transport on all vital questions such as the appointment and removal of members of the Board and the determination of development policies.

2. That efficiency cannot be expected under the system of divided control contemplated. Although in all cases the Minister of Transport is to be the final arbiter, no less than four committees are to exercise important functions in the proposed management of the undertaking, viz., Transport Board, London and Home Counties Traffic Advisory Committee, a Standing Joint Committee and the Railway Rates Tribunal.

With so many authorities taking independent decisions, which must affect the earning power of the combined undertaking, it will be quite impossible for the Board to know what their revenue will be in any given year, and consequently to pursue with any confidence a co-ordinated plan of development.

3. Experience has shown that a complete monopoly may lead to stagnation, especially when responsibility is not clearly and certainly attributable to a sole authority but is divided as is now proposed between a Government Department and four committees.

4. That the Bill is confiscatory in character; it deprives shareholders in the various undertakings of their voting rights so that they will have no voice in the conduct of their own undertakings; it affords them no option to sell their interest at present values should they be dissatisfied with the proposals for their State management.

5. That the concentration of all London's means of transport in one undertaking would cause the greatest hardship to the travelling public in the event of any dispute between that undertaking and its employees, resulting in a stoppage.

# Institute of Transport.

THE following gentlemen were recently elected to membership of the Institute of Transport:—

MEMBERS.

| | |
|---|---|
| Anderson, Charles Buxton | Commissioner of the South Australian Government Railways. |
| Barnard, John Henry Owen | General Manager, Bolton Corporation Tramways. |
| Brooks, George Henry | Commercial Manager, London County Council Tramways. |
| Fiddian, William Alfred | District Superintendent (Newcastle-on-Tyne), London and North Eastern Railway. |
| Griffiths, Ralph Stanley | Engineer, Westinghouse Brake and Saxby Signal Co., Ltd. |
| Hunter, Cecil James Herbert | Chief Assistant General Manager, Sudan Government Railways. |
| Lockhart, James | Traffic Manager, Great Northern Railway, Ireland. |
| Robinson, Montague Arnet | Commercial Manager, Coast Lines, Ltd., Liverpool. |
| Swales, Harry | Goods Agent (Gateshead), London and North Eastern Railway. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Attwell, Alfred Lee | South African Railways and Harbours (East London). |
| Dickinson, Frederick Arthur | Divisional Manager (Rhyl-Denbigh-Mold), Crosville Motor Services, Ltd. |
| Ellson, John | Accountant and Chief Assistant to the General Manager, Leicester Tramways and Motor Omnibus Department. |
| Farrar, Robert | Chief Assistant, Rochdale Corporation Passenger Transport Department. |
| Kendall, Cyril Lambert | Assistant Engineer, Burma Railways. |
| Kneller, Sydney Francis | Director and Secretary, Kneller & Chandler, Ltd. (London). |
| Lythgoe, Frank | General Manager, Leigh Corporation Motors. |
| Shaddock, William Torrie | Engineer, Ministry of Transport. |
| Stewart, Thomas Buchan | Assistant to General Manager, Buenos Aires Great Southern Railway. |

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# Law Cases.

## CARTAGE CONTRACTOR SUED.

IN the Shoreditch County Court, before Judge Cluer, Messrs. E. Hart & Sons, Ltd., of 450, Hackney Road, E., furniture manufacturers, sued R. Gilbert, of 37, King Edwards Road, South Hackney, N.E., a removal and cartage contractor, to recover £6 7s. 6d. The case had been adjourned. The claim set out that in September of last year, one easy chair was handed to the defendant for cartage to Campbells of Glasgow, but it had never been delivered or accounted for.

Mr. Hart gave evidence, and said that since the previous hearing he had communicated with the defendant, who came to see him. The defendant told him that he did not put in an appearance in Court, because he thought it was all straightforward, and therefore unnecessary. He added that he did not know what had become of the chair, and it might have been left by the roadside. Witness then handed him the subpœna to attend the Court. Mr. Hart then said the facts were that the chair was handed to the defendant for delivery, and it had never been accounted for.

The defendant said it was quite true the easy chair was put on the van of Messrs. L. M. Coyte & Sons, of Hackney, in conjunction with whom he worked the Glasgow route. Messrs. Coyte's lorry came into collision with one of the Scottish buses, with the result that so far as he knew the chair was destroyed. As a matter of fact he was suing Messrs. Coyte for the amount he was being sued for. He could have got evidence from Scotland to prove what he was telling the Court, but he had not the means.

Judge Cluer: If you undertook to deliver this easy chair to Glasgow, and you allowed it to go, with your sanction, into the hands of someone else, and now you say that the someone else was negligent, you must bring them in as co-defendants. You are not a common carrier, you make special contracts, and if this easy chair had been burnt and you were not negligent in the matter, you would not have been liable, but under the circumstances as presented to the Court now, you are liable, and you must pay for this. There must be judgment for the plaintiffs for the amount claimed, and costs.

## AN INTERESTING CASE.

IN the Lambeth County Court, before Judge McCleary, Charles William Baker, of 29, Fowey House, White Hart Street, Kennington, S.E., a lorry driver, sued Albert Wallaker, of 108a, Warner Road, Camberwell, S.E., a cartage contractor, to recover £6, being one week's wages, and a week in lieu of notice.

Mr. MacArthur appeared for the plaintiff, and Mr. H. Hargreaves for the defendant.

The plaintiff in his evidence said that on November 13th, he reported for duty at the yard at 6 o'clock in the morning, and he was instructed to take a load of Bottles to Messrs. Seager, Evans, and then on to Murrows Wharf at Deptford. He arrived there at 2 o'clock in the day, by which time he had had no breakfast or dinner, and the foreman then instructed him to take a load to Woking. He thereupon phoned up Mr. Wallaker, and asked him if he wanted him to take the load to Woking, and whether he could have something to eat. The defendant told him to bring the lorry back to the yard, which he did, whereupon another driver was put on the job to Woking, and he was dismissed. He had a time sheet signed by Seager, Evans, to the effect that he left at 2 o'clock, and at the bottom of all the defendant's time sheets were the words "If in doubt, phone," and he did.

In cross-examination he denied that he refused to go to Woking with the load, as he did not want to arrive back at 11 o'clock at night.

Mr. Wallaker, the defendant, gave evidence, and said that when the plaintiff phoned to him with reference to the journey to Woking, he said that he was not going out and he did not want to get back at 11 o'clock at night. As a matter of fact the driver who did take the load arrived back at the yard at 8 o'clock that night. It was up to the man to get something to eat when he was out. There were numerous coffee rooms about, and they could stop as many times as they liked without him knowing.

Judge McCleary said the whole question was whether the defendant had satisfied him that he discharged the plaintiff because he had wilfully disobeyed a lawful command. The onus was upon the defendant to satisfy him, and he had come to the conclusion that although there might have been some argument about the matter, he was not satisfied that the plaintiff wilfully disobeyed a command. Under those circumstances he would give judgment for the plaintiff for £4 5s., in addition to the money paid into Court, £1 15s., and costs.

## PASSING A POLICEMAN'S SIGNAL IN A STORM.

IN the Shoreditch County Court, before Judge Cluer, Blandford Henry Stubbs, of "Altrive," Hadley, Barnet, a bank clerk, sued Samuel Stoller, of 247, Amhurst Road, N., a master fishmonger, to recover £19. 17s 7d., damage alleged to have been caused through defendant's negligence.

The plaintiff's case was that on November 11th, 1929, he was driving his car from Park Square across the Marylebone Road, when he was held up at the cross road by the traffic policeman. After a short time, the policeman let him go, and signalled to the Marylebone Road traffic to stop. The defendant's van, however, continued on, and eventually stopped in his path, so that he could not avoid a collision, and the subsequent damage.

P.C. Field said he gave the defendant's driver about ten yards to pull up in, which he considered a reasonable distance. He agreed it was a very wet and stormy night, and if he had signalled at a greater distance, the driver would not have a chance of seeing him. He thought it was highly possible that the defendant's driver did not see him, owing to the rainstorm, and the condition of the windscreen. He thought that if the defendant's driver and the plaintiff had used a little more care, the accident would have been avoided. He would not consider the defendant's driver had been careless or negligent in passing his signal to stop, owing to it being a blustering stormy night.

It was pointed out by the defendant's brother, who represented the defendant, that the damage to the van amounted to 2s. to repair, as the impact was only very slight, the plaintiff saying he was only travelling about two m.p.h.

Judge Cluer said that he could not see how the plaintiff was going to get over the fact that his own witness, the constable, did not think the defendant had been careless. It was clear that it would be difficult for a driver to see a signal on a wet and stormy night.

Mr. Noakes (Counsel for plaintiff): I submit the negligence is in passing the policeman's signal. A driver has a right to assume that nothing will come across his path past the police signal.

Judge Cluer: That was the fault of the weather. It is like a condition at sea or a blinding snowstorm; he could not see.

Mr. Noakes: Then he should not be driving at a pace so that he could not see.

Judge Cluer: I wish that was the law. We should have fewer accidents, and we should be safer. I must find in this case there was no negligence on the part of the defendant's driver, and therefore, there will be judgment for the defendant, with costs.

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This Advertisement is inserted to bring before Forwarding Agents and Shippers in Great Britain and abroad the name of a Firm to whom shipments for any part of India should be consigned. Every description of merchandise cleared and forwarded to consignees. C.O.Ds. collected and remitted promptly.

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# International Federation of Forwarding Organisations.

## Meeting of Management Committee to be held at Amsterdam, on May 28th.

By Ludwig Weiss.

Managing Director, International Federation of Forwarding Organisations.

IN accordance with the constitution of the International Federation of Forwarding Organisations, meetings of the Management Committee are held every two years unless circumstances arise in the meantime rendering it advisable for a meeting to be called.

At the invitation of the "Scheepvaart Vereeniging Nord," the meeting of the Management Committee this year is being held on May 28th, at Amsterdam, which of course is a noted centre for world-wide traffic and offers many attractions to those who will be attending the meeting.

Apart from the business side of the meeting, when I mention that Vice-President A. J. Driest and Managing Director Dr. M. H. de Yong are in charge of the arrangements for the conference delegates may be sure that the social side of the gathering will be well looked after.

The Agenda is printed in another part of this issue and the President, Mr. Paul Lehmann, will preside at the conferences.

At the conclusion of the usual routine business Mr. Hans Blum, Vice-President of the Federation (Adolf Blum & Popper Aktiengesellschaft, Hamburg), and who is the delegate of the "Verein Deutscher Spediteure-Reichsverband des Deutschen Speditionsgewerbes e.V." will open a discussion on the world-wide economic situation and the outlook for the forwarding agent. This discussion will be of great importance although in view of the existing state of affairs it will in all probability prove impossible to pass any definite resolutions on the subject, but a body of importance, such as is the International Federation of Forwarding Organisations, cannot meet at a time like the present without having given such a vital problem their earnest consideration, and the interchange of opinions amongst delegates from so many countries cannot fail to be of the utmost value.

Dr. Walter Kes, who is the delegate of the "Verein Deutscher Spediteure-Reichsverband des Speditionsgewerbes e.V." and also managing member of the Committee of the "Fachgruppe des Speditionsgewerbes (Spedition, Binnenschiffahrt und Lagerhausbetrieb) des Reichsverbands der Deutschen Industrie" will introduce the subject of railways and road transport on which Dr. Kes is a specialist. Here again a most interesting discussion will no doubt take place, as the competition of the mechanically propelled vehicle is a matter receiving more and more of the attention of the railway companies who often adopt measures affecting the interests of forwarding agents. As, however, the degree of competition and the methods adopted by the railways differ in the various countries which will be represented at the conference it is doubtful whether it will prove possible to make definite resolutions on the question. A discussion of the methods adopted in the various countries will prove very instructive.

Another matter which is to be given special attention is the demand made by forwarding agents for an alteration to be made in the International Agreement regarding railway goods traffic. The Federation has already reported that immediately following the publication of the wording of the new convention in 1924, complaints were received regarding the difficulties occasioned by the new International Agreement. The Federation lodged a protest against the inconveniences caused and quoted a concrete instance to the Central Office, Berne. Since then other instances of inconvenience have come to light and these will be embodied in a second protest to be lodged, as the Agreement has now been in force a few years.

Obviously the International Federation of Forwarding Organisations must be keenly interested in the work of the International Chamber of Commerce at Paris, especially as the Chamber discusses transport matters. Unfortunately an organisation such as the International Federation of Forwarding Organisations is precluded from membership of this Chamber and is therefore, dependent upon the help of its constituent associations who enjoy membership of the International Chamber of Commerce in the various countries. Dr. Paul Dumont, a Vice-President of the International Federation and Manager of the "Schweizerischer Spediteuren-Verband" at Berne, will report regarding the work being done by the Chamber and by the Economic Committee of the League of Nations.

At the request of the "Verein Deutscher Spediteure-Reichsverband des Deutschen Speditionsgewerbes e.V." the question of the liability of forwarding agents in regard to customs duties and customs regulations will be discussed. As is well known the large number of regulations impose a big degree of responsibility upon the forwarder at clearance, and it is important that delegates should know how this important question is dealt with in the various countries. It is very probable that Mr. Wilhelm Loeb (Messrs. Wilhelm Loeb & Benedict Schwarz Nfg., Vienna) and of the "Zentralverband der Spediteure" at Vienna, will speak on this subject.

The action taken by the Federation on various important matters, and the question as to whether the Federation can prosecute these matters further, will be discussed. There is the question of compiling a Black List, and whether Associations affiliated to the International Federation should be informed of the names of firms who have proved to be unworthy of confidence being placed in them. Some of the Associations affiliated to the Federation have not as yet supplied the Federation with the names of firms whose methods of conducting business are open to criticism, yet it is hardly to be supposed that there are countries in which not a single firm of forwarding agents has proved to be unreliable.

Another important question to be discussed is that of obtaining some uniformity in the laws affecting forwarding Agents, and Dr. Walter Kes, of Berlin, has prepared an instructive report on the question. A resolution will probably be put to the meeting to proceed with this important work, although, of course, some few years must elapse before such conditions could be made uniform and put into operation.

As readers know, the Federation has set up a court of arbitration and it is a matter for no little surprise that forwarding agents have not made greater use of this opportunity to settle free their international difficulties. Another important activity of the Federation is the compilation of a uniform nomenclature for services rendered by forwarding agents, the aim being that the various services rendered by forwarding agents on any part of the continent should be designated under uniform headings. Progress in this connection must necessarily be slow as the material supplied is in all languages and difficulties are frequently encountered.

It has been considered advisable that the Federation should publish a Year Book in which can be published the names of forwarding agents who are members of each affiliated association, and in which also can be printed detailed information regarding the many important transport questions dealt with by the International Federation. The question whether it is possible to produce such a book will no doubt be decided at the coming meeting.

There is the question of the collection of overdue accounts on behalf of forwarding agents which has for a long time been a matter under consideration by the Federation and its affiliated associations, and the question whether it is possible to introduce a system under which outstanding accounts and claims can be dealt with by the Federation will be discussed.

The question of the limitation of the responsibility of Forwarding Agents will also be discussed and it is intended that an opportunity should be given for a discussion on this subject with the object of exploring the possibility of drawing up a clause limiting responsibility, and worded in such a way as to be applicable to all countries. German and Austrian Agents have already agreed upon a uniform clause, and it will be obvious how very valuable a clause which can be made applicable to all continental countries would be.

Various other matters for discussion are to be brought forward by delegates who have intimated their intention of being present, and a resolution that the next general assembly of the Federation should be held at Budapest, will be brought forward.

I think I have said enough, however, to show that the agenda for the coming meeting is a full and important one, and that a big programme lies in front of the delegates from the Associations affiliated to the Federations amongst whom is Mr. F. J. Gerson, who represents the British Association of Shipping and Forwarding Agents, and who took a prominent part in the formation of the Federation and has always taken keen interest in our activities.

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# International Federation of Forwarding Organisations.

## Meeting at Amsterdam on May 28th.

AN ordinary Committee Meeting of the International Federation of Forwarding Organisations will be held at Amsterdam, Holland, on May 28th.

The following matters amongst others will be placed upon the agenda:—

The President will review the work done during the year.

To consider the world wide economic position and the outlook for the forwarding trade.

To consider the question of Railways and Road Transport.

To consider the demand for an alteration in the International Agreement regarding railway goods traffic.

Co-operation with the International Chamber of Commerce and the League of Nations Committee on Economy.

To consider the liability of Forwarding Agents in regard to customs regulations.

The present system of "Customs Bonds" for the vans of International Furniture Removers.

To consider progress made in regard to the following matters:—Compilation of a Black List; Uniformity in forwarding laws; Court of Arbitration; Conditions of carriage in the forwarding trade; Adoption of a system of universal nomenclature for services rendered by forwarding agents.

To consider the limitation of a forwarding agents responsibility.

It is hoped that delegates from all the affiliated Associations will attend this meeting, as in addition to the above matters of importance are to be brought forward by several of the Continental Associations.

# British Association of Shipping and Forwarding Agents (Incorporated).

A MEETING of the Council of the British Association of Shipping and Forwarding Agents was held at the offices of the London Chamber of Commerce, on April 28th last, the undermentioned gentlemen being present:—Mr. A. W. Heard (Chairman) (Jones, Heard & Co., Ltd., Newport, Mon); Mr. M. E. Duffett (Vice-Chairman) (J. D. Hewett & Co., Ltd., London); Mr. Norman N. Bird (Vice-Chairman) (Herbert Watson & Co., Ltd., Manchester); Mr. F. H. S. Rouse (Hon. Secretary and Treasurer) (American Express Co., Inc., London); Mr. J. B. Ballantyne (J. B. Ballantyne & Co., Ltd., London); Mr. John B. Bower (F. Bower & Co., Liverpool); Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester); Mr. Frank J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd., London); Mr. Wm. O'Brien (G. W. Sheldon & Co., Ltd., Liverpool); Mr. C. F. Sanderson (Sanderson's Express, Ltd., Nottingham); Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London); and Mr. E. W. Turvey (Nunzi & Co., Ltd., London).

**Letters expressing regret at inability to attend** were reported from:—Mr. J. H. Harrison (Oughtred & Harrison, Ltd., Hull); Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd., Birmingham); Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow); Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool); and Mr. J. O. Wood (T. F. Wood & Co., Ltd., York).

The minutes of the previous Council Meeting held on January 13th, 1931, of which copies had been circulated to all members were adopted.

Most of the business of the meeting consisted of general routine matters, included in which were the following:—

**International Federation of Forwarding Organisations.** The Chairman reported that advice had been received that a meeting of this Federation had been convened for May 28th, 1931, at Amsterdam, and that the British Association of Shipping and Forwarding Agents had been invited to send a delegate. It was unanimously agreed that Mr. Frank J. Gerson should attend this meeting on behalf of the British Association of Shipping and Forwarding Agents.

**Correspondence.** The Secretary read a letter dated March 28th, 1931, which had been addressed to the New York Freight Forwarders' and Brokers' Association, referring to an article which appeared in a recent issue of the New York Journal of Commerce on the subject of suggested Government control of Freight Forwarders in the U.S.A., and asking for any information available on the matter.

**Certificates of Origin for Poland.** The Secretary gave a resumé of correspondence that had been exchanged with a member on the question of Certificates of Origin issued by British Chambers of Commerce, whereon under present procedure for goods consigned to Poland it was necessary to obtain a visa by the Polish Consul in London at a charge of 1 per cent. *ad valorem*. It was noted that certain other countries enjoyed facilities whereby goods were admitted into Poland upon the production of an official Customs document giving proof as to the origin of the goods, and no visa was necessary. It was considered that the 1 per cent. *ad valorem* could be regarded as an additional import duty upon British goods for Poland, and that Great Britain was thereby placed at a serious disadvantage as compared with other countries.

The Chairman stated that he understood that some action in this matter had already been taken by the Association of British Chambers of Commerce and the Board of Trade, and that it was still in abeyance. The Council considered, however, that the British Association of Shipping and Forwarding Agents might also press for some amelioration in the present conditions, and the Secretary was requested to take certain steps accordingly.

**Finance.** The Hon Treasurer gave a report on the present financial position of the Association, and stated that it was gratifying to note the promptness with which the subscriptions due from members for this year had been received, there being only a very few outstanding.

Referring to the Third Annual Report covering the year 1930, the Treasurer stated that members would have noticed that the Accounts on this occasion had been presented in a different form. It had been found necessary, by reason of the incorporation of the Association, for the Auditors to do this, in order to conform with the Companies' Act. The Chairman then moved "That the Auditor's Report and Balance Sheet for the year ending 31st December, 1931 (based on the figures furnished to them by the Hon. Treasurer), be received and adopted." Carried unanimously.

The Treasurer was authorised to pay certain outstanding accounts.

**Verein Deutscher Spediteure.** The Secretary reported the receipt of a copy of the Verein Deutscher Spediteure Year Book for 1931, containing useful information as to Agents' names and addresses, local associations, etc. Further copies may be obtained through the Secretary at a cost of 3s. each.

# Port of London Authority.

IN the May number of "The P.L.A. Monthly," the Editor, Mr. A. G. Linney (author of "Peepshow of the Port of London"), announces the imminent publication of his "Pocket Guide to the Docks of London."

"The aim has been to provide a small book (it *will* go into the masculine pocket) which shall tell in practical fashion how to get to the vicinity of the Docks, what is of interest to the sightseer, and what are the characteristics of each of the big Docks themselves.

"I have sought to furnish a very detailed description of what is to be seen by the voyager going down from Westminster Pier to Gallions Reach, and four contrasting walks by the riverside have been set out for the benefit of the rambler.

"There are half a dozen map-diagrams designed to reinforce the written description and a number of half-tone illustrations. This 'Pocket Guide to the Docks of London' will cost but a shilling, and it is issued by Newton & Company (Publishers), Ltd., 110, Strand, W.C.2.

"I have sought to make the Guide absolutely practical."

* * * *

Writing on the Food Supply of Great Britain, the Rt. Hon. Winston Churchill, M.P., says: "The leading grain markets in Britain are situated at the principal ports of entry. The London market is the world's largest grain buyer, both for Britain and Europe."

"London Corn Trade Association is a world-wide organisation; its contracts, designed specifically to cover imports from many and various sources of supply, are recognised and used by all countries."

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Remarking upon the record tonnage of vessels that used the Port of London last year, a contemporary writes: "London has again created a record as a port. The Berth of a Nation."

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# News from the Ports.

**Burden on Foreign Trade.**—Liverpool Steamship Owners' Association replies to the contention of the Suez Canal Company that the dues represent 1 per cent. or 2 per cent. of the value of the bulk of the goods which pass through the canal, by pointing out that the dues do, in fact, amount, on an average, to no less than 13 per cent. of the gross freights on the regular outward and inward traffic. Vessels have to pay the same amount in dues as they would if fully loaded.

**Manchester Canal Traffic.**—Traffic receipts of the Manchester Ship Canal Co., for the month of March, were approximately £91,891, a decline of £14,968 from February of last year. The total for the first quarter of the year was £279,694, a decrease of £44,010. There were only three months in 1930 and none in 1929 or 1928 in which the total was below £105,000.

**Liverpool Shipping and Forwarding Agents' Association.**—At the last meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, further consideration was given to the much debated subject of shipping agents' commissions which, it is contended, has led to unfair competition with the business of bona fide shipping and forwarding agents. The Council has now sent letters to several of the steamship conference lines asking them to give attention to the matter; replies are now being awaited. It is expected that the conference officials will communicate with the individual steamship owners. The possibility of shipping and forwarding agents taking out an insurance policy to cover themselves against loss arising from clerical errors, particularly on consular documents, has led to inquiries being made in insurance circles. The Council of the Liverpool Association is now informed by Lloyds that they do not offer any such policy. The Council has, therefore, decided to take no further action. Lawyers advice on the rights of lien of shipping and forwarding agents has been obtained by the Council. Counsel's considered opinion has been obtained and is available to members of the Association on application to the Secretary, Mr. S. L. Jude. It has been decided to change the date of the monthly meeting of the Council from the third Monday in the month to the first Monday in the month, in order to meet the general convenience.

**Southampton Docks.**—Preliminary work on the gigantic graving dock being built at Southampton to accommodate the 73,000 ton Cunarder is proceeding apace, and apart from necessary dredging the site of the dock is being enclosed with interlocking steel sheet piling and temporary timber viaducts. Two trainloads of chalk for embankment making and filling-in purposes are received daily from the Company's quarry at Micheldever. So far as ocean-going passenger traffic is concerned, statistics relating to the 1930 carryings published by the Board of Trade show that the Southern Port claimed 35 per cent. of the total United Kingdom traffic compared with 36 per cent. in the previous year. Liverpool, which in 1929 claimed 27 per cent. of this traffic, dealt with 25 per cent. in 1930 and London took third place with 15 per cent. The Peninsular & Oriental Steam Navigation Company have decided to carry out an extended cruising programme from these docks this season. Two fine ships, the "Ranchi" and "Viceroy of India," will undertake the cruises which, commencing this month, continue until September 5th.

**Night Shifts at Middlesbrough Docks.**—Loading conditions at Middlesbrough docks have become so active that night shifts have been introduced. There have been big shipments of sulphate and steel rails latterly. One steamer had a cargo of 6,500 tons of steel made on Teesside and some 1,500 tons of coal, which is one of the biggest loads taken away from Middlesbrough by any one ship for some time.

**Tees Conservancy Commission.**—Mr. John H. Amos, General Manager of the Tees Conservancy Commission for 44 years, has resigned, though his services will be retained in a consultative capacity. Mr. Amos previously held positions with the old North Eastern Railway and with Newcastle Corporation and acted as General Manager of Newcastle Jubilee Exhibition. His successor is Alderman F. T. Nattrass (Mayor of Stockton), a member of the Commission since 1913.

**New £1,000,000 Mersey Dock.** — The most notable Merseyside event of the month has been the opening of the new £1,000,000 dock at Bromborough for Messrs. Lever Bros., by Mr. William Graham, President of the Board of Trade. During the six years the dock has been in construction, work has been provided for five or six hundred men. The dock itself, with its adjoining quays, occupies some 37 acres, flanked on the north and south by two large areas which have been enclosed by retaining walls and embankments and are being reclaimed from the Mersey. This reclamation will provide more than 100 acres of new land suitable for industrial development. The basin is rectangular in form and has a deep water area of about 18 acres. The depth of water provided in the dock is 35 feet at spring tides and one quay has been specially equipped as an oil quay. Beyond this quay is a tank installation capable of storing some 25,000 tons of oil. Altogether 2,975 linear feet of berthage is provided. All the berths are rail berths.

**Better Second Class Travel.**—The L.N.E.R. report that the second class accommodation on the Harwich—Flushing steamships of the Zeeland Steamship Company has been greatly improved. 1,000 sq. ft. of the promenade deck and 500 sq. ft. of the upper deck have been enclosed by large glass panels. The new shelter deck has accommodation for 115 seats whilst there are 75 seats on the open deck and room for 25 deck chairs. This compares with a total second class seating accommodation of 40 before the shelter deck was constructed. There is also 1,455 sq. ft. of space for motor cars.

**Importation of South African Cattle into Cardiff Docks.**—For the first time in the history of the port, Rhodesian cattle were landed at the Bute Docks, Cardiff, on April 26th last.—The Clan Liner, "Clan Morrison," with 400 head of cattle from Beira, Portuguese East Africa, berthed at the Great Western Railway Company's up-to-date cattle lairs at the Roath Dock, Cardiff. This importation does not, however, represent by any means the first arrival of live cattle at the Bute Docks, Cardiff, for many thousands have been dealt with there, particularly from Canada. Cardiff is one of the comparatively few ports in Great Britain at which live cattle may be imported, being licensed for this purpose by the Minister of Agriculture and Fisheries. Every facility is provided for this important branch of the import trade, and advantages are offered at Cardiff which are comparable with any of the cattle-importing ports.

**Liverpool Shipping and Forwarding Agents Inspect Mersey Tunnel Works.**—In consequence of the great interest taken by members of the Liverpool Shipping and Forwarding Agents' Association in the progress of the Mersey Tunnel works, arrangements were made by the secretary, Mr. S. L. Jude, for a party to inspect the tunnel workings. Close on 70 shipping and forwarding agents accepted the invitation and this necessitated the organisation of two parties. One of the principal tunnel engineers acted as guide and the party made an exhaustive tour of the tunnel, viewed all points of interest in the constructional work and traversed its entire length.

**White Star Line.**—In an interview recently, an official of the White Star Line stated that the Company have again made special arrangements for the tourist season this summer. "We have introduced a large number of improvements and innovations," stated the official, "including such amenities as all-night restaurant service in the "Majestic" and "Olympic," special cocktail bars, and late dancing facilities in the restaurants on these vessels, which are the result of a careful study of the American outlook and should prove very popular. In tourist third cabin accommodation in many of our vessels the public rooms have been modernised in many ways." The plans prepared to cater for the traffic from this country are well advanced and apart from the many extended tours available, the White Star Line this season, to meet the demand from this country for short holidays at sea, are organising 17 days tours to U.S.A. by means of the "Majestic", "Olympic" and "Homeric", the Company's express passenger and mail steamers from Southampton at a price within reach of the man in the street, the cost for the tour in Tourist Third Cabin accommodation being £49 10s. and upwards. These short tours, specially arranged to cater for those who are unable to devote more than three weeks to their holidays, enable passengers to make the 6,000 miles round-trip in one of these giant steamers, and have three or four days in America. The time ashore permits of a thorough exploration of New York itself with many attractive excursions, an example being a yacht trip round the Island of Manhattan.

**Reduction of Dues on Ships and Goods Entering the Port of Dublin.**—At a meeting of the Dublin Port and

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Docks Board, Mr. Walter Baird proposed that from the 1st July next the dues on ships entering the port of Dublin be reduced in the following manner:—On foreign ships a reduction from 10¼d. per ton to 9¾d. per ton, and on cross-channel and coast-wise ships, from 6¼d. per ton to 5¼d. per ton. Furthermore, that dues on goods inwards be reduced from 100 per cent. of the schedule to 95 per cent. of the schedule, and on goods outwards, a reduction from 100 per cent. of the schedule to 90 per cent. of the schedule. The resolution was approved by the meeting.

**New Tyne Commissioner.**—Mr. John A. Greener, who has been elected to the Tyne Improvement Commission, vice Mr. J. E. Tully (retired), is managing director of Messrs. W. Mathwin & Son, coal exporters, of Newcastle, with whom he has been forty years. He is a director and past chairman of the N.E. Coast Coal Exporters' Association and a member of the Council of Newcastle and Gateshead Chamber of Commerce.

**Belfast Harbour Board.**—The auditor's report on the Belfast Harbour Board's accounts show total receipts in 1930 of £318,577 9s. 2d., as against £302,632 19s. 10d. in 1929, an increase of £15,944 9s. 4d. The payments were £238,178 0s. 5d., leaving a gross surplus of £80,399 8s. 9d. From this, sums of £10,738 16s. 3d., annual statutory contribution to sinking fund, and £9,671 1s. 2d., depreciation of plant, were deducted, and after other allocations, a net balance of £38,989 11s. 4d. was left, and this was transferred to the unappropriated receipts account.

**Bristol Port Authority.**—Figures issued recently by the Port of Bristol Authority show that more ships and more cargo tonnage entered the docks during the year ending March 3rd last than in the previous year. Nearly 8,730 tons more foreign shipping came into the port during the year, and the tonnage of coastwise ships increased by 36,626. The tonnage figures for imports and exports also show a considerable increase. Foreign tonnage handled during the period rose by 110,167 tons and the coastwise tonnage figures show an increase of 32,351 tons.

**Baltic Exchange. Election of Chairman.**—Sir F. Vernon Thomson has been elected Chairman of the Baltic Shipping and Mercantile Exchange in succession to Mr. John E. Parry, and Sir Herbert Robson has been elected Vice-Chairman. The practice is to alternate in the Chairmanships between representatives of the grain and shipping industries. Sir Vernon Thomson, who has been Vice-Chairman of the Exchange for the last three years, has various shipping interests. He is Joint Managing Director of Dodd, Thomson and Co., Limited, managers of the King Line, and he is a Director of the London Maritime Investment Company. Since 1923 he has been Chairman of the Documentary Committee of the Chamber of Shipping, which is responsible for the forms of charter used in the principal maritime trade routes of the world. He was Chairman of the London General Shipowners' Society in 1928-29, and is a member of the Committee of Lloyd's Register and of the Committee of the Royal Alfred Aged Merchant Seamen's Institution. Sir Herbert Robson is a Director of Ross T. Smyth and Co., Limited, grain merchants, and he is a Vice-President of the London Corn Trade Association.

**Shipping Display in Glasgow.**—A display of shipping, the object of which is to demonstrate the advantages of the port, will be one of the features of Glasgow's Civic and Empire Week, between May 29th and June 6th. The Admiralty, the Anchor Line, the Blue Funnel Line, and the Burns Laird Line are opening vessels to public inspection, and the Clyde Navigation Trustees are arranging for the decoration of the craft in the harbour. Between June 1st and 4th the Anchor liner, "Caledonia," at Yorkhill Wharf, and the Anchor-Donaldson liner, "Letitia," at Princes Dock, will be available to the public between the hours of 10 a.m. and 5 p.m. Both liners are Glasgow built and have a particular interest for Scots people. Permits for these visits will be issued by the Anchor Line and by the Manager for Civic and Empire Week, City Chambers, Glasgow.

**Monthly Steamer Service Between Java and South Africa.**—A Batavia message says that the steamship service between Java and South Africa has been put on a regular monthly basis by the decision of the Royal Mail Steam Packet Company to put two new ships on the route, the s.s. "Houtman" and the s.s. "Tasman."

## Publications Received.

THE ROADWAY GOODS TRANSPORT GUIDE. No. 1 of "The Roadway Goods Transport Guide" (price 25s.), has been published under the auspices of The Commercial Motor Users' Association. The Publishers are Roadway Time Tables, Bookings and Publications, Limited, 1, Warwick Street, Piccadilly Circus, W.1, in conjunction with Temple Press, Limited. It is a volume of 978 large quarto pages, to which Lord Brentford contributes the "Foreword" in the course of which he says "I welcome the publication of this unique Guide. I am satisfied that more and more suitable traffic will be diverted from the railways to the roads, and it will become more and more essential to know how and where to find the services required. This task the Roadway Goods Transport Guide fulfils." Some 750 pages are required for a directory of haulage contractors in England, Wales, Scotland and Ireland, arranged in alphabetical order of towns, and alphabetical sequence under each town, this directory giving the resources of each haulier in plant, the usual area of operation, regular services undertaken, and the branch depots or agencies. London has its own section, and as might be expected, the facilities offered by Carter-Paterson, and Pickfords are amongst the most prominent. Regular services of goods vehicles are shown by means of a comprehensive index. There is a section on Commercial Motor Law by Mr. F. G. Bristow, F.C.I.S., Barrister-at-Law, General Secretary to The Commercial Motor Users' Association, and another dealing with working costs of all kinds by Mr. G. Mackenzie Junner.

FRENCH-ENGLISH AND ENGLISH-FRENCH DICTIONARY. By J. O. Kettridge, F.S.A.A., A.C.I.S. (George Routledge & Sons, Limited, Broadway House, 68-74, Carter Lane, London, E.C.4. Complete in 1 volume, price 25s. net.). This is a very useful Dictionary of commercial and financial terms, phrases, and practice comprising mercantile business, exporting and importing, produce exchange transactions, transport and travel by water, land and air, customs, marine insurance, finance, banking, currency, foreign exchange and stock exchange transactions, company work, accountancy, income tax, secretarial and office work, postal, telegraphic and telephonic services, and allied subjects; also abbreviations in common use, conventional signs, weights and measures. The author points out in the preface that this volume is the outcome of a life-long study of the English and French languages, fortified by forty years experience in the City of London. It is not a compilation from existing French-English dictionaries, but a new and original production from radical and authentic sources. The book contains the translations of fifty thousand words, terms, and phrases, illustrated by numerous instructive examples, explanations, and commentaries, the whole arranged in progressive alphabetical order in the readiest form for rapid reference.

F.B.I. REGISTER OF BRITISH MANUFACTURERS, 1930-31. The 1930-31 edition of the F.B.I. Register of British Manufacturers, edited by Ernest A. Nash, A.C.I.S., and published by the Federation of British Industries, 39, St. James's Street, London, S.W.1, is a comprehensive volume. The book is arranged in six sections, viz:—(1) Introductory, a general survey of the organisation and activities of the Federation; (2) Products and Services; (3) Addresses; (4) Trade Associations; (5) Brands and Trade Names; (6) Advertisements. The F.B.I. exists to encourage and develop British Manufacturers, and to safeguard the interests of British producers both at home and abroad. Nothing that concerns the welfare of British Industry falls outside its scope. It is a voluntary association of Manufacturers and Producers for the promotion of their several and mutual interests.

HOW TO MAKE THE BRITISH RAILWAYS PAY—AN ECONOMIC SURVEY. By M. F. Farrar, with a foreword by Professor J. H. Jones, M.A., Professor of Economics and Head of the Commerce Department, University of Leeds. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 3s. 6d. net.) In this book the author attempts to indicate a way back to the former prosperous condition of the railways, largely by co-operation with the newer forms of transport, and by the alteration of the system upon which the railway rates and charges are based. In the preface the author says that in his opinion the present charging system of our railways is out-of-date, and he introduces to the notice of his readers a scheme for a new system. He says that if we allow our railways to be nationalized, we shall do ourselves a very bad turn and that it should not lie beyond our capacity to make the railways an efficient paying concern. In view of the issue recently of the Report of the Committee on Main Line Electrification, the chapter in this book entitled "Railway Electrification" is of particular interest. "At present" says Mr. Farrar, "Co-ordination and rationalization are the order of the day in the British electrical industry. But a great mistake is being made in the application of rationalization. The railways are being left outside, whereas they should form the very basis of the country's electrification scheme . . . . the question the community must try to answer is not 'Should the railways be electrified?' but rather, 'Why has the electrification of the railways not been considered jointly with the national grid scheme for the country?'"

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# Railway Notes and News.

**The Railway Barometer.**—The railway traffic receipts of the four group railway companies have now been published for the first 17 weeks of 1931 compared with the same period in 1930 and 1929, and are as under:—

| | 1931 | 1930 | 1929 |
|---|---|---|---|
| | £ | £ | £ |
| Passengers ... | 19,673,000 | 21,137,000 | 21,378,000 |
| Merchandise, etc. | 18,042,000 | 21,057,000 | 21,371,000 |
| Coal, coke, etc. | 11,252,000 | 12,178,000 | 12,671,000 |
| Total ... | 48,967,000 | 54,372,000 | 55,420,000 |

**Summer Holidays. Railways Ready for the Rush.**—The British railway companies are this year placing before the public great opportunities for holiday-making. Months of careful consideration have again been given by each of the four groups to the improvement of the excursion traffic. Everything is now in readiness throughout the country for the Summer holiday rush. Here are some of the outstanding features of the railway programme for this summer:—cheap fares, faster trains, earlier holiday expresses, frequent excursion services, extension of return excursion facilities, interavailability of rail and motor coach tickets, holiday season tickets, more powerful locomotives, more restaurant cars, new steamers, accelerated continental services, special provision for motorists by rail and sea.

**Saving the Minutes.**—What is claimed to be the greatest acceleration of local services in the history of the British railways comes into operation on July 20th next, with the introduction of the G.W.R. summer service. Hundreds of trains throughout the entire system embraced in the London—Birkenhead—Penzance Triangle will be accelerated in some cases by as much as 15 minutes, and totalling in the aggregate 2,340 minutes each weekday. Speed has always been a feature of the Great Western Railway. This summer over 5,000 miles will be covered daily (Sundays excepted) by 62 expresses at "start to stop" speeds of 55 to 66.2 m.p.h. and include the "Cheltenham Flyer," the world-famous "Cornish Riviera" and "Torbay Limited" expresses, and the Birmingham and Bristol 2-hour expresses.

**Big Contract for G.E.C.**—The General Electric Co. has been awarded the contract for the equipment of four new traction sub-stations for the London Electric Railway Co. at Sudbury Hill, Alperton, North Ealing, and Northfields.

**Railway Economies.**—A statement was recently made in the Press that representatives of the London, Midland & Scottish Railway and the London & North Eastern Railway Companies were discussing the "pooling" of certain services so as to avoid needless competition. Later, the following statement was issued by the London & North Eastern Railway headquarters in London:—"The statements published regarding proposed working arrangements between the L.M.S. and the L.N.E.R. are not authentic. The two companies are considering how by co-operation the traffic common to both can be worked at the lowest cost subject to the requirements of the public and the traders. The negotiations are in a preliminary stage only, and no schemes have been laid before the boards of the respective companies."

**British Railways.**—Mr. William Whitelaw, Chairman of the London & North Eastern Railway Company, speaking at the inaugural meeting of the Railway Students' Association, held in Edinburgh recently, said that by talking among themselves about railway affairs the students would probably get into the habit of talking about them outside, and so they might dispel the appalling ignorance on the part of the public about railway matters. Major Stemp, Superintendent, L.N.E.R., Edinburgh, in the course of an address on "Railways—What of their Future?" said the traffic of the weeks of the present year which had passed continued to show a further steady decline, and the question arose, How were the railways to make ends meet? In the first place, the most desirable of things as it appeared to him would be a revival of the world's trade. It seemed to him that railways would be forced to seek for a greater elasticity in the matter of rates and charges, and adopt methods less cumbersome in coming quickly to terms with the trader if they were to compete on more level conditions with the road haulier. Much had already been done to reduce the cost of operation, and many schemes with that object in view were under close investigation, but the search for even greater economies in this direction must be still more intensive in the future. It seemed to him in these days of rationalisation of industry, rationalisation of railways would also need to be resorted to. This might be in the form of a further amalgamation into one concern controlled by some form of Government legislative control, or even by national purchase. That amalgamation yielded a wide field, for economy could not be disputed.

**Quicker Routes to the Continent.**—The L.N.E.R. announce that commencing to-day (May 15th), greatly accelerated services will be in operation between Liverpool Street and the Continent via Harwich. The journey time to destinations in Western Germany and Southern Europe will be reduced by periods of 45 minutes to no less than 7 hours. Travellers to Cologne will save 1 hour 17 minutes, to Vienna 3 hours 40 minutes; Budapest 6 hours 52 minutes; to Trieste 6 hours 15 minutes; Carlsbad 4 hours 30 minutes; Cassel 6 hours 41 minutes; with corresponding accelerations to other towns. From the same date through Pullman cars will be run from Flushing to Amsterdam in connection with the boat from Harwich, and this service will be accelerated by 33 minutes.

**Southern Railway Magazine.**—The April number of the Southern Railway Magazine contains a very interesting article by Mr. J. Clayton, M.B.E., M.I.Mech.E., entitled "Modern Locomotives of the Southern Railway" and some excellent photographs including one of the "Lord Nelson" are reproduced. Another outstanding article in this number deals with the inaugural trip of the T.S.S. "Autocarrier," the Southern Railway Company's new cross-Channel steamer built specially for the conveyance of motor cars and their passengers.

**Contracts Placed by G.W.R.**—Contracts to the value of £240,000 have recently been placed by the G.W.R. These include important works in connection with the £8,500,000 schemes now in hand at Paddington, Cardiff, Swansea, Bristol and Taunton. Amongst the orders placed are the following:—Supply and delivery of 5 Ford 30 cwt. tipping trucks for use at Theale—R. Pratt & Co., Sutton, Surrey; supply and delivery of 12 Fordson tractors for general use—R. Pratt & Co., Sutton, Surrey; five cob tractors for experimental use at Paddington Goods—Karrier Motors, Ltd., Huddersfield.

**International Colonial Exhibition, Vincennes, May to October, 1931.**—With the view of attracting visitors from France to Great Britain the British railway companies have prepared an illustrated folder in English and French for distribution at the Vincennes Exhibition, which was opened to the public on May 7th. This holiday booklet has been issued on behalf of all the British railways and an endeavour has been made to present in handy form descriptions of all that is best in Great Britain from a scenic, historic or romantic point of view and likely to attract visitors, at the same time indicating the comfort, speed and safety with which these places can be reached by rail. As a further instance of co-operation it may be mentioned that arrangements have been made for the booklet to be distributed at the stand of the Travel Association of Great Britain and Ireland.

**Retirement.**—After more than 45 years service, Mr. W. T. Aldred, City Agent of the L.M.S. Railway in Manchester, has retired..

**London & North Eastern Railway Magazine.**—The May issue of the London & North Eastern Railway Magazine contains a very interesting article entitled "Associated Road Companies in the Southern Area," by Mr. G. F. Thurston, Divisional General Manager, Southern Area, and in addition to this the following make attractive and informative reading:—"New Machinery at York Carriage Works"; "The Launch of the P.S. 'Jeanie Deans'" with an illustration; "Railway v. Road," and "How to Make the British Railways Pay." As usual this issue is well illustrated.

**Canadian Pacific Earnings for March.**—The Canadian Pacific Railway gross earnings for March amounted to 12,002,263 dollars, and expenses to 10,482,087 dollars. The net earnings were thus 1,520,176 dollars, showing a decrease of 619,541 dollars as compared with a corresponding period last year. The decrease in gross earnings as compared with March, 1930, was 2,513,534 dollars.

**A Useful Publication.**—The L.N.E.R. List of Agricultural Shows, Live Stock Sales, Markets, etc., for 1931, has just been issued and may be obtained free at L.N.E.R. stations and offices. The booklet contains lists of shows, sales and markets in England, Ireland, Wales and Scotland, auctions, principal events in London, and full information regarding the conveyance of all kinds of live stock and farm produce.

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# Air Transport Notes.

**Civil Aviation.**—Speaking at the Fourth Annual Dinner of the Air League of the British Empire, held in London recently, Lord Amulree, Secretary of State for Air, said he was afraid that this year civil aviation would have to take its chance with the rest so far as monetary assistance was concerned. There were critics who contended that the development of British air transport was too slow. The determination to build slowly, but surely, seemed to him typical of the British character. Showy window dressing without attracting substantial and enduring custom had been demonstrated to be a very short-sighted policy. And, after all, if one looked at the map, the picture of our activities represented a very considerable achievement. While the beneficent work of aviation in promoting international understanding was maturing they were bound to recognise that flying had complicated these problems of defence, and of the security of these islands and of the Empire as a whole, which no Government could afford to ignore. It was most earnestly to be hoped and striven for that the development of aviation in the coming years should be so guided and governed as to remove the menace of a new and perilous competition between civilised nations in the form of air armaments.

**Air Travel.**—The need for youth in business and the development of aviation were two of the subjects discussed at the Third Annual Dinner of the Northampton and County Junior Chamber of Commerce held recently. The guest of the evening was Mr. G. E. Woods Humphrey (Managing Director, Imperial Airways, Ltd.), and he pleaded for the dissipation of prejudice against air travel, and said that Northampton must feel ashamed at not having a municipal aerodrome. British trade and commerce needed the drive, determination, and enterprise which built up the British Empire. These qualities could be obtained from modern youth. "If we were as air-minded as we are rail-minded and sea-minded, we would have no fear for the future," he said. He declared that the inauguration of air services all over the world would help British trade. That, however, needed drive and determination. "One of our hardest jobs in air transport," he asserted, "is to live down prejudice. I am looked upon usually when I talk on air transport as a sort of fanatic." Railways, when introduced, could not pay their way. Airways could not pay their way, but they could see the time when they would be able to pay. "You," he continued, "can help to overcome prejudices by spreading the gospel of air-mindedness. Imperial Airways," continued the speaker, "aimed at the development of Empire routes. India had been brought within six or seven days of this country, instead of two weeks by surface transport. East and Central Africa had been brought within seven days, compared with two to three weeks, and Australia would be brought to within 1½ weeks, compared with a month or five weeks. The burden of taxation on industry to-day made one hesitate to press for greater expenditure on air subsidies and development, but as a nation we could not afford to be left behind."

**Australia unable to Subsidise Air Mail.**—A Canberra message says that replying to a question in the House of Representatives on April 30th, Mr. Scullin, the Prime Minister, said he had informed both Imperial Airways, Limited, and the Dutch Air Mail Company that the Australian Government was unable to subsidise any air mail services.

**India's Aeroplanes.** — The Government of India has placed an order in Britain for a fleet of Avro Armstrong-Siddeley passenger aeroplanes for use on State-operated air services in India.

**"Baltic Air Express" Inaugurated.**—A new air line, "The Baltic Air Express," was inaugurated at Antwerp on May 1st. The new service is an extension to Scandinavia of the line from London to Hamburg. Among those who were present at the inauguration ceremony were the Duke and Duchess of Brabant, M. Lippens, the Belgian Minister of Transport, and members of the Consular Corps.

**You Can Have:** High speed by increasing aerodynamic efficiency as in a racing monoplane in which drag has been reduced to the lowest point; or You Can Have: Low landing speed by decreasing aerodynamic efficiency, for example, by using rotating wings, or by decreasing wing loading. But you cannot have both high speed and low landing speed together unless you have Handley Page wing slots and wing flaps. These afford the only means yet discovered of incorporating in the same aeroplane the advantages of high top speed and low landing speed.—*Handley Page Bulletin.*

**Ford Aerodrome at Arundel.**—It is officially announced that Ford Motor Company, Ltd., has acquired the lease of the aerodrome known as Ford Aerodrome situated at Arundel, Sussex. Although no announcement has been issued indicating the proposed date for the commencement of operations it is understood that machinery and personnel are being installed and that the site is to be used as a Service Aerodrome for Ford aircraft throughout Europe. This venture is under the immediate control of the London Office and plans are in hand to fit the aerodrome out for its new purpose.

**Imperial Airways.**—Imperial Airways, Ltd., Charles Street, London, S.W.1, have issued a pamphlet entitled "Notes for the comfort and convenience of passengers." Amongst the useful hints and tips are the following:—Your ticket can be booked at any Imperial Airways office or aerodrome, or with any of the travel agencies at the published fares. The fares cover the cost of conveyance in a comfortable saloon car from the town office to the aerodrome. Your seat is automatically reserved on payment of your fare. There cannot be crowding in aircraft; it is "limited" travel. Your baggage up to any normal quantity can be taken with you. Large quantities can be sent on ahead, or, if you desire, Imperial Airways can store it for you at your convenience. Any of the Company's offices or agents will tell you of the baggage regulations, the free allowance and charges for excess. The following is a list of the principal British and Foreign Companies operating air lines from Croydon:—Imperial Airways—the only British service between England and Paris, Basle, Zurich, Brussels, Cologne, Egypt, Palestine, Iraq, Persia, India, The Sudan, Central and South Africa. Deutsche Luft Hansa—the German National Service between London, Amsterdam and Berlin, and the German network of air lines. S.A.B.E.N.A.—the Belgian National Company operating between London, Ostend, Brussels, Antwerp, Cologne, etc. K.L.M.—the Dutch National Line between England, Holland and Scandinavia. Air Union—a French National Company, which operates to Paris, Marseilles and Switzerland.

**Imperial Airways Statistics.**—The April-May issue of *Imperial Airways Gazette* contains the following statistics (including the European and England-India and England-Africa Services):—

| From April 1st, 1924, to March 31st, 1931. | |
|---|---|
| Miles flown ... ... ... ... | 7,010,577 |
| Passengers carried ... ... ... | 170,159 |
| Freight carried (tons) ... ... ... | 6,139 |
| Total route mileage, including N. African service ... ... ... | 11,453 |

**Amsterdam—Batavia Line.**—The K.L.M. air mail and passenger services between Holland and her Colonies have run with great regularity for some considerable time, fortnightly departures being made from each end. The schedule for the 8,000—9,000 mile single trip was at first twelve days, but has recently been reduced to ten. The machines used are all tri-motor Fokker monoplanes, well-known on the European services of K.L.M., and range from the eight passenger F.VIIb. type to the sixteen passenger F.XII with three Wright Whirlwind 420 h.p. engines, and the F.IX twenty passenger plane with three Bristol Jupiter engines. All these machines are capable of flying on any two motors when fully loaded, and the F.XII has a cruising speed of 120 m.p.h. It is considered essential to have high speed for long distance mail lines. So popular has this service become, both in the Netherlands and in the Dutch Indies, that this fortnightly service will possibly become a weekly one. *K.L.M. Lines.*—The K.L.M. Royal Dutch Air Lines caters rather for the business man than for the tourist or the pleasure traveller, though a great number of the latter classes make use of the services. Of special interest to business travellers are the following K.L.M. services:—*The Scandinavian Air Express* in conjunction with A.B.A. which brings Copenhagen within six and a quarter hours of London, enabling passengers to breakfast in London and dine in Copenhagen. Malmo is also connected with London by this service. *The London-Berlin Line,* which leaves Hotel Victoria, London, at 11.30 a.m. and Croydon Aerodrome 12.30 and which has been arranged to afford business men the opportunity of perusing their morning mail and making the day's arrangements in London before leaving. *The London-Rotterdam-Amsterdam Service* leaving Hotel Victoria 6 p.m. and Croydon 7 p.m., which allows a full working day in London and a comfortable night's rest in Holland instead of the night being spent in travel.

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# News from all Parts.

**Road Traffic Regulations.**—The Secretary to the Ministry of Transport announces that the fee for inspecting, copying, or taking extracts from the duplicate copies of the record of licences granted or backed by the Traffic Commissioners, under the Public Service Vehicles (Records of Licences) Provisional Regulations, shall be one shilling in respect of each duplicate copy.

**Western Transport Company.**—The Western Transport Company (formerly Wrexham and District Transport Company, Ltd.) reports revenue for the year 1930 amounting to £134,436, as compared with £97,183 for 1929. After deducting all expenses and setting aside £17,200 to renewals account, there remains £4,578, which, added to £7,792 brought forward, makes available £12,371. The directors recommend a dividend on the ordinary shares of 4 per cent. (against 2½ per cent.), leaving to be carried forward £7,371. During the year the capital was increased from £125,000 to £175,000, and the Great Western Railway Company acquired a joint interest in the company equal to that of Tilling and British Automobile Traction. At the same time, the Western Transport Company acquired the omnibus undertaking which the Great Western Railway Company had been operating in the district.

**FORTHCOMING EVENTS.**

| | |
|---|---|
| May 21—22. | Furniture Warehousemen and Removers' Association Annual Conference at Southsea. |
| May 25. | London Cart Horse Parade, Inner Circle, Regent's Park. |
| May 27—29. | Tramways and Light Railways Association. Conference at Margate. |
| May 29—30. | Scottish Tramways and Transport Association. Conference at Aberfeldy. |
| May 30—June 14. | Institute of Transport Italian Tour and Congress. |
| June 20—27. | International Horse Show, Olympia, London. |
| June 24—26. | Municipal Tramways and Transport Association. Conference at Southampton. |
| July 7—11. | Royal Agricultural Show, Warwick. |
| July 27—31. | First International Conference on Public Cleansing, Guildhall, London. |
| Sept. 10—26. | Shipping and Engineering Exhibition, Olympia, London. |
| Nov. 5—14. | Commercial Motor Transport Exhibition, Olympia, London. |
| Nov. 16—21. | Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall, London. |

**F.W. & R.A. Elections to Membership.**—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Mr. Ernest Bennett (trading as Harry Wilson), 63, Cobwell Road, Retford, Notts.; Messrs. H. J. Goodman & Son, Avebury Avenue, Tonbridge, Kent.

**Leyland "Tiger" fitted with Special Pantechnicon Body.**—We illustrate a Leyland "Tiger" chassis fitted with special pantechnicon body supplied recently by G. N., Ltd., Motor Engineers, 300, Balham High Road, London, S.W.17, to Mr. S. E. Collis, of 1, Lawn Terrace, West Kensington, London, W.14. The body, built by Messrs. Jessups (Motor Bodies), Ltd., of Sugar House Lane, Stratford, London, E.15, measures 21 feet behind the driver, is seven feet wide and over 8 feet in height. A locker is fitted on the rear of the body to accommodate a spare wheel and there are four other lockers on the nearside for carrying petrol cans, tools, etc. Two spare tip-up seats, facing one another, are fitted on the near inside of the cab to accommodate two extra men. The retail price of the vehicle is £1,400.

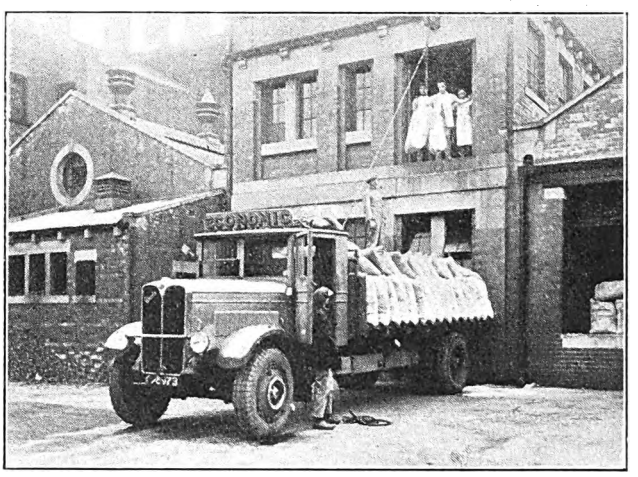
**Traffic Commissioner—Metropolitan Area.**—The offices of the Traffic Commissioner, Metropolitan Area, are at Gaywood House, Wood Street, London, S.W.1.

**International Container Competition.**—The jury of the competition organised by the International Chamber of Commerce for the establishment of the best container system has recently met in Paris. It has retained eight designs of six constructors who are to submit final models before July 15th next. These models are to be tested on lorries, trucks and boats at London or Berlin before the end of July. The jury will then meet again and decide on the model which it considers the most satisfactory, i.e., it will choose the model the uniform adoption of which will be recommended to highway, railway and maritime transport organisations.

**The Traders' Traffic Conference.**—We have received from Mr. H. H. Mansfield, the Secretary of the Traders' Traffic Conference, whose offices are at Birmingham, a booklet giving the objects of the Conference and the Rules of the Association connected with it. The list of members, which appears at the end of the booklet, shows that the Conference is supported by leading firms of manufacturers and merchants in all branches of business throughout the country. The Conference was founded in 1911 and incorporated in 1915. Its particular objects are to promote and to protect the trade and commerce of the manufacturers of the United Kingdom: to consider all questions connected with trade, commerce and manufactures and particularly to investigate all matters on railway and other traffic facilities. Any of our readers who are interested in this Conference can obtain further information on application to Mr. H. H. Mansfield, at 34, International Exchange, Edmund Street, Birmingham.

**A Unique Vehicle.**—It is becoming an increasing practice for operators to make their vehicles adaptable for several forms of service. A particularly good example is furnished by the A.E.C. "Majestic" platform lorry, recently supplied to The Economic Stores (Halifax), Ltd. This vehicle has to operate under circumstances which necessitate hoisting up its loads to second storey storerooms. This arrangement would entail a great deal of handling time on the part of the driver and mate if mechanical means were not available for lifting the load quickly and easily. The manner in which this is carried out is worthy of notice. An extended shaft, taken from the gear box, supplies the power for driving the capstan

LEYLAND "TIGER" FITTED WITH SPECIAL PANTECHNICON BODY SUPPLIED BY G. N. LTD.—BODY BY JESSUPS (MOTOR BODIES), LTD.



THE A.E.C. "MAJESTIC" REFERRED TO IN TEXT.

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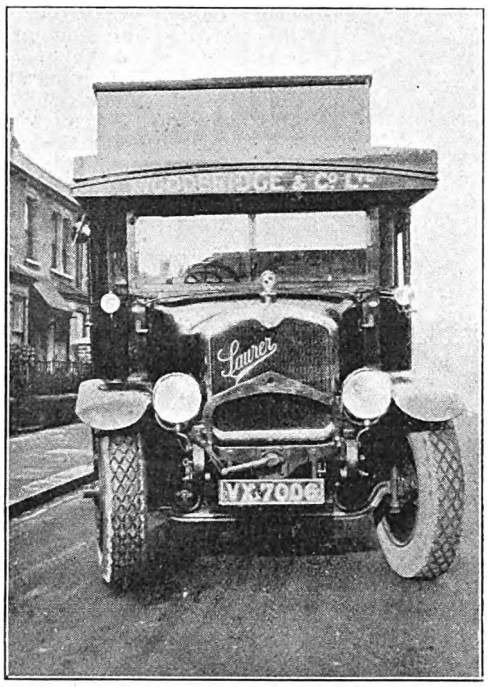
or winch which is located beneath the offside door of the cab. A rope, carried in the cab, is passed round this, and the other end put through the pulley on the beam fixed above the door of the storeroom, to which the load has to be hoisted. A chain is then attached to the rope and passed round the goods to be lifted; a slight tightening of the rope around the winch lifts the load easily and quickly. A load usually consists of about 300 lbs. of foodstuffs, over 1,000 sacks of which are handled by the vehicle every week. Such is the power supplied by the 110 h.p. 6-cylinder engine of the vehicle that to operate the winch efficiently it is only necessary to leave the engine running at idling speed. In the event of the rope becoming fast, the winch can be cut out of action by means of the clutch.




A "SAURER" IN THE SERVICE OF WOODBRIDGE & CO., LTD.

**Saurer Vehicles in Use.**—We are reproducing two photographs of Saurer vehicles which are in constant use by two of our readers. These vehicles are familiar to those directly concerned with road transport and have a very high reputation amongst users. Messrs. John Walsh, Ltd., of Sheffield, who have advertised their removal department in our Classified Directory for many years, state that after twenty-five years' experience they find

JOHN WALSH'S 5-TON "SAURER" SUPPLIED IN 1924.

the Saurer one of the very best propositions that any one in their class of business can select. In 1924 they took delivery of the 5-tonner, which we reproduce, and which was fitted with solid tyres. This vehicle is still being operated, but it has been converted to pneumatics. Another Saurer which this firm employs is the well-known 6-tonner. The other photograph shows a Saurer vehicle running in the service of Messrs. Woodbridge & Co., Ltd., experts in foreign removals as well as general removal and storage contractors and packers, of 149, Mornington Road, Leytonstone, London, E.11.

**Bosch, Ltd.**—Messrs. J. A. Stevens, Ltd., announced recently that as from April 1st last their business was being conducted under the name of Bosch, Ltd. Arrangements have been made for the formal voluntary liquidation of J. A. Stevens, Ltd., but the business will be carried on without interruption and the entire staff remains with the new company, the offices being at Upper Rathbone Place, London, W.1, as hitherto.

**Royal Patronage.**—His Majesty The King has been graciously pleased to grant his Patronage to the International Motor Exhibition and Commercial Motor Transport Exhibition organised by The Society of Motor Manufacturers and Traders, Ltd.

**British Motoring Honours for Argentine** President.—In the course of his visit to the British Motor Exhibit, which formed part of the Buenos Aires Trade Exhibition, the President of the Argentine Republic was pleased to accept an invitation to become a Vice-President of the Royal Automobile Club. H.R.H. The Prince of Wales himself presented the President with the Club's badge for use on his car, and a special replica of the R.A.C. badge suitably inscribed and mounted as a paper weight was presented to him on behalf of the R.A.C. and the Society of Motor Manufacturers and Traders as a memento of the occasion.

**Testimonial for Albions.**—The Birmingham branch of

AN ALBION 24 H.P. 30-CWT. SUBSIDY LORRY BELONGING TO HAINE & CORRY, BUILDERS, GLOUCESTER.

the Albion Motor Car Co., Ltd., recently received a letter from Haine & Corry, Southgate House, Gloucester, in connection with the 24 h.p. 2-tonner which we illustrate. In the course of their letter Messrs. Haine & Corry say:—"We take this opportunity of expressing our satisfaction with the lorry. It has just completed 103,000 miles. . . . We have just had her overhauled and painted and she has several times to-day been taken for a new lorry. The engine is almost as silent as when new." Mr. George Waddacor, haulage contractor and coal merchant, Man-

ONE MODEL 34 AND THREE MODEL 35 ALBIONS, BELONGING TO GEORGE WADDACOR, HAULAGE CONTRACTOR, BRADFORD, MANCHESTER.

chester, uses a number of Albion machines including three of the latest 4-ton Overtype models and one machine of similar load capacity but of the bonnet type. These vehicles are shown in our other illustration.

**New Address of Tecalemit, Ltd.**—Tecalemit, Ltd., announce that as from May 2nd, their address is changed to Tecalemit, Ltd., Great West Road, Brentford, London, Telephone, Ealing 6661.

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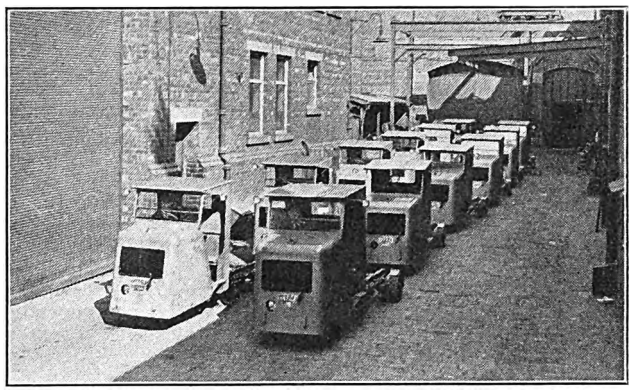
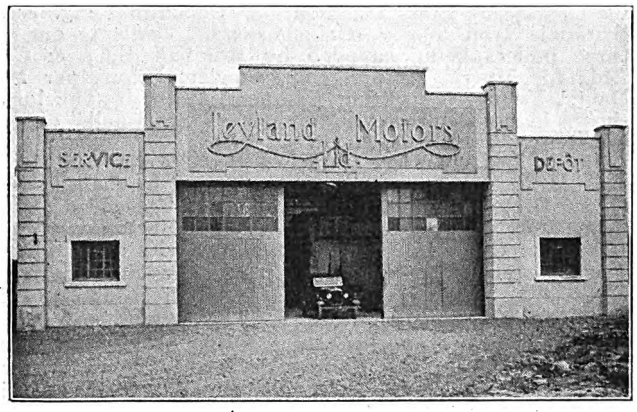
**Karrier "Cobs" for the L.M.S.R.**—Production of the Karrier "Cob" is now proceeding apace, and Karrier Motors, Limited, Karrier Works, Huddersfield, are effecting deliveries daily. Among others, orders have been received from the L.M.S. and L.N.E. railway companies, and our photograph shows a batch of "Cobs" for the L.M.S.R. ready for leaving Karrier Works. We might also mention that a considerable number of agencies have been fixed up to handle this particular product in various parts of the country, but certain districts are still uncovered. All correspondence relative to the "Cob" should be addressed to Dept. "C" at the Company's Head Office as above.



A BATCH OF KARRIER "COBS" FOR THE L.M. & S. RAILWAY.

**A New Form of Prime Mover.**—On Thursday, June 4th, a paper is to be read before the Royal Society of Arts, John Street, Adelphi, W.C.2, by Mr. J. F. J. Malone describing a new form of prime mover and its uses for locomotives, marine and other engines. The principles of this new type of engine, which derives its motive power from the expansion and contraction of fluids, will be fully demonstrated. The meeting will be held at six p.m., and the Chair will be taken by Mr. Llewelyn B. Atkinson, M.I.E.E., Assoc.M.Inst.C.E., a Vice-President of the Royal Society of Arts.

**Leyland Service Depot at Plymouth.**—The new service depot at Plymouth, constructed by Leyland Motors, Ltd., Leyland, Lancs., is now open for the servicing of Leyland vehicles of all types and the supply of spare parts. The address of the depot is Marsh Mills, Plympton, near




LEYLAND SERVICE DEPOT AT PLYMOUTH.

Plymouth, and the telephone number is Plympton 202. Our photograph shows the front of the building.

**Safety Week Competition. £5,000 in Prizes to Popularise the Highway Code.**—The Development Fund Committee of the National "Safety First" Association, of which Mr. Gordon Stewart is Chairman, has been constituted as follows:—Mr. Gordon Stewart (Chairman); Sir Gerald Bellhouse, C.B.E.; Mr. A. Hume Nicholl, C.B.E., J.P.; Sir Charles Igglesden, J.P.; Sir Henry Maybury, G.B.E., K.C.M.G., C.B.; Mr. W. B. Phillips, and Lieut.-Col. J. A. A. Pickard, D.S.O. (General Secretary). The chief work of the Committee is the organisation of the Association's Competition to popularise the Highway Code, for which prizes to the value of £5,000 are being offered. The Competition opened on the first day of Safety Week, May 11th last and closes on July 15th. The whole of the prize money has been guaranteed by Mr. Gordon Stewart. The offices of the Association are at 119, Victoria Street, London, S.W.1.

**Where to Stay When in Edinburgh.**—The Edinburgh Corporation have published a very interesting booklet for the purpose of providing information for visitors who desire to spend a holiday in the City. Mr. F. A. Fitzpayne, the City's Transport Manager, contributes the preface. The lay-out of the booklet is attractive and there are many excellent illustrations. A copy of "Where to Stay When in Edinburgh" will be gladly sent to any of our readers who will make application. Communications should be addressed:—"Apartments Booklet," Transport Offices, 2, St. James' Square, Edinburgh.

**H. C. Bauly, Ltd. New Address.**—H. C. Bauly, Ltd., well-known to road vehicle users for many years past, are removing from their present premises to new works at Eleanor Street, Mornington Road, Bow, where they will have every convenience for attending to repairs to motor vehicles.

**Pagefield Commercial Vehicles.**—The head offices of Pagefield Commercial Vehicles, Ltd., are now at Pagefield Works, Wigan, and not at the Stoke-on-Trent address, and all communications to the Company should be addressed to Wigan.

**A "Commer" for Haulage Contractors.**—Our photograph shows a G.5. 5-ton lorry recently delivered to Rowlatt Bros., haulage contractors, St. Neots, Hunts., by Commer Cars, Ltd., Luton. The vehicle is fitted with

ROWLATT BROS. G5 5-TON "COMMER."

detachable sides, so that it becomes converted into a flat platform lorry, and our illustration depicts the vehicle carrying a sling van.

**Birmingham and Midland Motor Omnibus Company, Ltd.**—The 26th annual meeting of the Birmingham and Midland Motor Omnibus Co., Ltd., held in London recently, was presided over by Mr. R. J. Howley, C.B.E., M.Inst.C.E. (chairman and managing director). The net traffic and other receipts amounted to £386,000 and showed an increase of £67,000 on the corresponding figures for the previous year. The sum of £113,000 paid by the company in respect of Road Vehicle Duty and Petrol Tax averaged £120 per omnibus per annum.

**An Appeal for Unity.**—An appeal for unity and organisation in the road transport industry was made at the first annual dinner of the Swansea and District Road Transport Association, which was held recently at Swansea. Mr. Frank Taylor, the Chairman of the Association, presided, and the principal guest was Mr. R. P. Bailey, Secretary of the National Road Transport Employers' Federation and the London Cartage and Haulage Contractors' Association. Mr. Bailey spoke of the effect of the Road Traffic Act upon the road transport industry, and remarked that Part 1 of the Act had many shortcomings and failed to meet the requirements of the industry. He thought that the maximum speeds permitted to vehicles weighing over 2½ tons were inadequate.

**Traffic Commissioners for the South-Eastern Traffic Area. Change of Address.**—The offices of the Commissioners for the South-Eastern Traffic Area have been removed to Gaywood House, Wood Street, London, S.W.1.

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**Motor Wheels at the Science Museum.**—Three additions have been made to the motor car wheel exhibit at the Science Museum, South Kensington. They have been supplied by the Dunlop Company and are a section of the Dunlop pressed steel artillery wheel, showing construction, the original B.D. wire wheel, Neales Patent, 1920, and the "Magna" wire wheel. The exhibit illustrates the development of the car wheel from its earliest stages and examples of new developments are added from time to time.

**R.A.C. Tourist Trophy Race.**—Considerable confusion has been caused by a statement that the R.A.C. Tourist Trophy Race would this year be held on 22nd September. The R.A.C. states that the date of the Race is Saturday, 22nd August, and that practice will take place on the mornings of Wednesday and Thursday, 19th and 20th August respectively.

**Thos. Cook & Son, Ltd.**—Mr. W. S. Highton, Financial Manager and Secretary of Thos. Cook & Son, Ltd., having retired, Mr. E. J. Wallman has been appointed Secretary and Mr. A. J. Isaac Chief Accountant.

**Railways and Road Transport.**—Mr. F. C. A. Coventry, Mr. C. R. Dashwood, and Mr. J. Milne, representatives of the Great Western Railway Company, have been elected directors of the Western Transport Company (formerly Wrexham and District Transport Company, Ltd.).

**Thornycroft for Timber Haulage.** — Our photograph

THORNYCROFT FOR TIMBER HAULAGE.

shows a Thornycroft 3-ton rigid six-wheeled lorry owned by Messrs. Evan Jones & Sons, timber merchants, of Portmadoc, North Wales, which has recently completed a big haulage job in some local woods. This involved the transport of timber which was lying in a dingle up a steep gradient rising to 1 in 4 with soft ground all the way until reaching the nearest lane beyond. Our picture taken whilst the work was in progress shows the vehicle rounding a curve on its way up.

**Shire Horse Society.**—A Meeting of the Council of the Shire Horse Society was held in London last month. Mr. N. W. Smith-Carington, M.P., was installed as President of the Society, and Mr. Thomas Forshaw was formally elected as President-Elect, i.e., President in 1932. Mr. Thomas Wareing, of Peel, Blackpool, was elected as Steward of the London Show for the ensuing three years. Mr. W. E. Cox, Mr. George Gotheridge, Mr. John Flowers, Jun., and Miss G. H. Webb-Peploe were elected Judges of the Shire section of the London Cart Horse Parade, while Mr. J. Morris Belcher and Mr. James Gould are being invited to represent the Society at the Liverpool Horse Parade to be held in conjunction with the Royal Lancashire Show at Liverpool this year. Donations of £5 5s. and £3 3s. were made to the National Horse Association and the London Van Horse Parade respectively. The vacancy occurring in the Council by the election of Mr. Thomas Forshaw as President-Elect was filled by the co-option of Lieut.-Col. T. W. Daniel, D.S.O. 71 new members were elected.

**Scottish Horse and Motor Men's New Wages Agreement.**—After negotiations, an agreement for the stabilising of wages has been reached between the general carting contractors of Scotland and the Scottish Horse and Motor Men's Association. Wages in Glasgow are to remain unchanged, but elsewhere the rates are to be raised to the Glasgow level. Under the new arrangement Leith and Kirkcaldy men are to receive an increase of 2s. a week; Aberdeen men an increase of 1s. 6d.; Edinburgh, Kilmarnock, Ayr, and other districts outside Glasgow, an increase of 1s. per week as from the first pay day in April last. All these districts are to receive a further increase of 1s. per week on the first pay day in October, 1931. As from the same date a minimum wage of £2 10s. is to be established for a horse and cart or lorry throughout the whole of Scotland, and all wages paid above this rate are to be continued and stabilised until March 31st, 1932. The wages of motormen are to be £2 19s. per week, and the wages of steam wagon drivers £3 9s.

**Northern General Transport.**—The accounts of the Northern General Transport Company show that after providing for debenture service there was a net profit of £77,331 for 1930 (against £42,478 for the previous year). The directors recommend a final dividend of 5 per cent., making 9 per cent. on the ordinary shares (against 7½ per cent.). £8,000 (against nil) is to be placed to reserve, and £1,096 (against nil) written off goodwill, leaving £13,614 to be carried forward. The company has purchased a number of small omnibus businesses operating in its area, and since the close of the year has acquired a controlling interest in the Sunderland District Omnibus Company. To provide for these additions and for the further development of the business, a proposal will be submitted to the shareholders at an early date for an increase of the company's capital. The fleet of omnibuses at the end of the year numbered 367.

**A Hefty Load.**—The photograph which we reproduce was taken on April 27th last and shows a "Marshall"

PICKFORDS TRANSPORTING A "MARSHALL" BOILER ON A "SCAMMELL."

Lancashire Boiler 30 ft. x 8 ft. (weight 22½ tons) leaving the works of Marshall, Sons & Co., Ltd., engineers, Britannia Iron Works, Gainsborough. This is one of three boilers being supplied by Marshall, Sons & Co., Ltd., for Morris Motors, Ltd., Cowley, Oxon., per Mr. Daniel Young, Consulting Engineer, Witney. The lorry shown in use in the photograph is a "Scammell," owned by Messrs. Pickfords, Ltd.

**Pirelli, Ltd.**—We are informed that Pirelli, Ltd., have vacated the offices until recently occupied by them at 144, Queen Victoria Street, London, E.C.4. The Head Office of the Company has been transferred to Burton-on-Trent, where the Company's modern tyre factories are situated. The registered office and the London branch office have removed to an ideal position at "Pirelli House," 343-5, Euston Road, London, N.W.1. The new Euston Road premises possess excellent tyre fitting service facilities, and consequently the Company's former fitting service depot at North Road, Caledonian Road, London, N., is now closed. The telephone number of the London offices is Museum 9802-6 (5 lines), and the telegraphic address "Pirellicon phone London."

**Burford Commercial Vehicles.**—On page 295 of our April issue we printed the old address of the manufacturers of the well-known "Burford" commercial vehicles. Communications for the Company should be marked for the attention of Mr. C. H. Gray, H. G. Burford & Co., Norfolk Works, Princes Road, Teddington, Middlesex.

**London Cart Horse Parade.** — We again call the attention of our readers to the Forty-first Annual Parade of London's Cart Horses to be held in Regent's Park, London, on Whit Monday, May 25th next.

**Institute of Transport. Annual Dinner.**—The Institute of Transport announces that its Twelfth Annual Dinner will take place at the Connaught Rooms, Great Queen Street, London, W.C.2, on Thursday, March 3rd, 1932.

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**Mansion House Association on Transport (Incorporated).**—At the Fiftieth Annual General Meeting of the Mansion House Association on Railway and Canal Traffic for the United Kingdom (Incorporated), held at the offices of the Association in London on April 24th, under the chairmanship of General S. S. Long, the following resolution was unanimously adopted:—"That the name of the Association be changed from its present title to: "The Mansion House Association on Transport (Incorporated)." Certain alterations to the existing Committees and Meetings of the Association were also approved, the principal feature being the institution of a monthly Special General Meeting to which all members of the Association will be welcome to attend and discuss questions relating to transport, the first meeting of which will take place at 3 p.m. on May 22nd. Major Isidore Salmon, C.B.E., M.P., was accorded a very hearty welcome as the new Chairman of the Association's Parliamentary Committee in the place of the late Lord Melchett. General S. S. Long, C.B., and Mr. W. H. Gaunt, O.B.E., were unanimously re-elected Joint Presidents of the Association, Mr. Gaunt being congratulated on the action he had taken, and the results achieved, relating to goods traffic in connection with Clause 19 of the Road Traffic Act. Mr. R. E. Morley, unanimously re-elected Chairman of Committees, was accorded sincere appreciation, not only for his work as Chairman of Committees, a task entailing a good deal of strenuous work with sub-committees, etc., but for his zeal in closely watching all questions relating to dock and harbour charges, as the Association's representative on the Traders' Co-ordinating Committee (Docks). Mr. Wm. Oldham, re-elected Hon. Secretary, was also thanked for his work on the Traders' Co-ordinating Committee (Railway Rates and Charges), as was also Mr. E. A. Hilder for his work as Hon. Treasurer, again re-elected to that office. The Vice-Presidents, Council, Committees, Hon. Solicitors, Parliamentary Agents, and Auditors, were also re-elected for the ensuing year.

**International Horse Show.**—The International Horse Show will be held at Olympia, London, June 20-27th next. The directors feel that a club in Olympia during the run of the Show would be of great benefit to shareholders and exhibitors, and they propose to set aside the Princes Rooms for that purpose. This club will be strictly confined to members, and officers in uniform. The object of the club is to provide rooms where shareholders and exhibitors can rest, meet their friends, write letters, telephone, etc., and have light refreshments. A subscription of 10/6 will be charged as membership to the club, for the purpose of defraying the cost of hiring furniture, etc. In order to provide for those exhibitors and standholders who desire to have a seat for each performance at the Show, the directors have considered it desirable to issue a limited number of season tickets at the price of 30/- each. These tickets will entitle the holder to a seat in the Reserved Block, A Arena, specially set aside for the purpose, for every performance. Application must be submitted with remittance, not later than June 13th, 1931, and addressed to The Secretary, International Horse Shows, Ltd., 12, Hanover Square, London, W.1.

**Long Distance Road Haulage Association.**—A meeting was held in Sheffield, on April 24th, by the Long Distance Road Haulage Association and was attended by the principal firms of motor haulage contractors in the district. The chair was taken by Mr. Grocock, of Sheffield, and the meeting was addressed by Mr. E. C. Marston, Mr. L. W. Gupwell and Mr. E. B. Hutchinson, who impressed upon the meeting the necessity for haulage firms to get together both locally and nationally if their position was to be adequately represented to the Government in connection with taxation and for the purpose of more friendly associations in the industry. A discussion followed which enabled the full scope of the movement to be understood and it was eventually resolved unanimously that a branch of the Long Distance Road Haulage Association should be formed forthwith for Sheffield and district and that a local committee be appointed to deal with matters in the area. The headquarters of the Long Distance Road Haulage Association are at Lloyds Bank Chambers, Vicar Lane, Leeds, and the secretary is Mr. C. Johnson, A.C.I.S.

**Marketing Statistics for the Motor and Cycle Exporter.**—While the term "Market Research" is common currency with the salesman and the publicity adviser, it does not often take such practical shape as the survey of export Motor, Motor Cycle, and Cycle trade just published by "The Export Trader" (The Trader Publishing Co., Ltd., St. Bride's House, Salisbury Square, E.C.4, 2/6 each net). This contains details of Custom Duties on all Motor and Cycle goods for every market of the World, a tabulated survey of British Production, Sales and Exports, and a comprehensive classified table which gives the value of our exports, and the number of vehicles registered in each country together with the traders who sell and service them. This survey should be of considerable value to all engaged in the manufacture or marketing of motor and cycle products for export.

**Institute of Transport. Birmingham and District Section.**—At the annual meeting of the Birmingham and District section of the Institute of Transport, held on April 14th, Mr. O. C. Power was re-elected chairman. The following officers were also re-elected:—Vice-chairmen, Mr. J. F. Bradford, Mr. J. H. Stirk, Mr. J. McDonnell; hon. secretary, Mr. W. H. Watson; asst. hon. secretary, Mr. A. A. Logan; hon. treasurer, Mr. L. W. Gupwell. Mr. Power has been chairman of the Birmingham section of the Institute of Transport for four years, and prior to that was a vice-chairman for three years. He has also been appointed chairman of the Birmingham Horse and Motor Vehicle Owners' Association for the twentieth year in succession and yet, be it noted, Mr. Power is now only 51 years old.

**Bason & Sons, Limited.**—As his sons are now reaching an age when they are able to take part in the business, Mr. J. Bason has decided to convert his business, Bason & Condliffe, the well-known mechanical transport and consulting engineers, Pink Bank Lane, Longsight, Manchester, into a Limited Company under the name of Bason & Sons, Limited. The company has been formed, and will proceed to carry on in the same manner as heretofore under the guidance of Mr. J. Bason as managing director.

**The Architecture of Modern Transport. An Exhibition.**—The Royal Institute of British Architects is holding an Exhibition at 9, Conduit Street, London, W.1, which demonstrates the contact between architecture and transport by means of some models and photographs collected from this country, the Continent and America. Some examples of the most recent vehicles of transport are included. The one fact which stands out from the survey of architecture upon the walls in these galleries is that we are evolving a new mode of expression, to the form of which transport is largely contributing. This Exhibition contains, perhaps, not even all the best, certainly not all the possible examples, but the committee hopes that it is reasonably representative, and makes a fair comment upon "The Architecture of Modern Transport" at home and abroad. The Exhibition remains open till May 22nd, after which date it will tour the country.

**The Motor and Cycle Trades Benevolent Fund.**—A new showcard advertising the Fund is now in course of preparation and will be available for distribution almost immediately. It is mounted on stiff board approximately 10 in. by 14 in., glazed, eyeletted and corded for hanging up, and should, if displayed in places where eligible motor and cycle traders most do congregate, prove very effective in bringing home to them the manifold advantages of joining the Fund. The General Secretary, Mr. A. H. Dawson, 42, Bedford Row, London, W.C.1, will be very glad to send one or more to any trader willing to display it to advantage and thus help on the good work.

**A Road Obstruction.**—The Automobile Association announces that the recent fall of rock at Penmaenbach, on the Conway-Bangor Road, will necessitate the closing of this road for some weeks. Traffic is being diverted via the Sychnant Pass. In the meantime the Automobile Association has organised an emergency service with specially trained traffic patrols on the Sychnant Pass Road. Tourists approaching North Wales, west of Conway, are advised to go via Bettws-y-Coed and Capel Curig.

**Motor Vehicles and Menai Bridge.**—The Minister of Transport has made "The Motor Vehicles (Use on Menai Bridge Regulations, 1931," under which it shall not be lawful for any person to drive or permit to be driven on or over Menai Bridge any motor vehicle the weight of which, together with the weight of the load (if any) and of any vehicle drawn by such motor vehicle and of the load (if any) of such vehicle exceeds 4¼ tons. No person driving or in charge of a motor vehicle when in use on the bridge shall cause or suffer the same to proceed at a greater speed than four miles an hour. No person driving or in charge of a motor vehicle when in use on the Central Span of the Bridge shall cause or suffer the same to proceed or be at a distance less than 50 feet from any other vehicle proceeding in the same direction. No person driving or in charge of a motor vehicle when in use on the Bridge shall wilfully cause the same to stop unnecessarily or to loiter thereon.

## MERSEYSIDE.

**Accepted Tenders for Cartage and Haulage.**—Liverpool Corporation Health (City Engineer's) Department has accepted the following tenders for motor haulage on day

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rates for the periods specified in the contracts submitted by the following firms:—Allerton Haulage Co., Liverpool; Frederick J. Ashcroft, Liverpool; L. F. Briggs, Ltd., Liverpool; J. Harman & Son, Liverpool; Frederick C. James, Liverpool; Robert Jones & Son (Contractors), Ltd., Liverpool; F. L. Kirk and Co., Liverpool; Samuel Lee, Liverpool; Leece Motors, Liverpool; John Mason, Liverpool; Richard M. Walker, Liverpool; J. W. Rigby and Son, Liverpool; T. J. Shillington, Ltd., Liverpool; James Stansfield, Liverpool; Vincent Stansfield, Liverpool; Wellington Haulage Co., Liverpool. Tenders were recently invited by the Liverpool Corporation Water Committee for 12 months cartage. The successful cartage contractors are:—The Liverpool Corporation Veterinary Department; Messrs. Robert Jones and Son (Contractors), Ltd., Liverpool; Messrs. L. F. Briggs, Ltd., Liverpool; Mr. Joseph Dyson, Liverpool; Mr. J. E. Levis, Liverpool; Messrs. Bolton Bros., Liverpool; Leece Motors, Liverpool.

**Coachowner-Councillor.**—Mr. F. H. Macdonald, motor coach proprietor, of Birkenhead, has been elected to the Birkenhead Town Council. His father, Mr. W. E. Macdonald, was Manager of the Palm Grove branch of the old Birkenhead United Tramways and Omnibus Co. After the war, Mr. F. H. Macdonald was instrumental in forming the Liverpool District, Cheshire and North Wales Motor Coach Owners' Association and he became President.

**Laden Weights; Liverpool Position.**—Liverpool haulage contractors and owners of private works fleets, especially those engaged on dock transport, have been much perturbed by the action of the police authorities in Liverpool, Bootle and elsewhere in regard to the laden weight of steam wagons and heavy petrol machines. Owing to the number of prosecutions that were pending, a deputation waited on the Town Clerk and the Chief Constable of Liverpool to present the views of owners and users of such vehicles. In 1921 the Liverpool Corporation obtained powers owing to special local circumstances enabling vehicle owners to load vehicles with weights greater than those which were permissible elsewhere. Those powers were superseded by the Road Traffic Act, the effect of which has been to prevent vehicles being loaded to anything like their rated carrying capacity. What renders the situation anomalous is the fact that horse-drawn lorries can carry loads to almost any weight. The restriction on commercial goods carrying vehicles is, therefore, a serious matter in view of the amount of bulk traffic that is regularly passing to and from the Liverpool docks. If, indeed, the letter of the Road Transport Act is enforced and owners are precluded from carrying the tonnages that have been customary, it will be most difficult to operate some classes of big vehicles on an economic basis unless, of course, it is possible to pass the burden on to hirers which is very doubtul. Representations have been made to the powers that be in the hope that the present severe imposition on the earning capacity of vehicles may be speedily removed.

## MANCHESTER.

**Prizewinning Turnouts.**—In connection with the arrival at Manchester of the steamship "Surrey" with a cargo of New Zealand produce, prizes were awarded by two New Zealand organisations for the best commercial vehicle turnout. The winners were:—1. Horse and lorry, Mr. Stephen Holmes; 2. motor owned by Messrs. Burgons; 3. horse and lorry owned by the Co-operative Wholesale Society, Ltd. Highly commended turnouts were:—Horse and lorry owned by the C.W.S., Ltd.; motor owned by Messrs. George Little, Ltd.; motor owned by Messrs. Garlick, Burrell and Edwards; team of two horses and lorry owned by Messrs. Garlick, Burrell and Edwards.

**Commissioners Big Task.**—The Traffic Commissioners for the North-western Area have a big task before them in dealing with applications for permission to run stage and express bus services and advertised excursions and tours by motor saloons and coaches. Operators of public service vehicles within the nine counties comprising the North-western Traffic Area total 850; public service vehicle licences applied for, 5,538; applications for road service licences, 2,500; applications for "backings" of road service licences received from 250 operators desirous of running powers into, or through, the N.W. Traffic Area, 800; applications received for drivers' licences of public service vehicles, 9,100; applications received for conductors' licences of public service vehicles, 5,000. The first business of the commissioners was the hearing of unopposed applications by corporations of which there were 19 from Manchester, 12 from Bolton, 14 from Wigan, 8 from Salford and 8 from Bury, as well as 28 from the Lancashire United Transport and Power Co., Ltd. Objections have been made to nearly 30 applications by Manchester Corporation.

## NORTH-EAST COAST.

**Tynemouth Trams.**—The annual report of the Tynemouth and District Electric Traction Company states that the experimental service of motor buses over the tramways route has proved "very popular with the travelling public," and negotiations are proceeding for an early entire abandonment of the trams. The company made a profit during the year of £3,770. Total receipts were £62,984. After setting aside £3,500 for renewals, and adding £795 from last year's accounts, there is an available balance of £1,065 which the directors recommend should be carried forward to the next account.

**Getting to Work.**—The Northern Area Traffic Commissioners, of whom Mr. Henry Riches is the Chairman, have been holding their first public sessions in Newcastle, West Hartlepool and elsewhere, to hear applications for road service licences, etc. The Lord Mayor of Newcastle (Ald. David Adams) attended on the first occasion, and welcomed Mr. Riches and his colleagues, Ald. A. Pattinson (Kendal) and County Councillor J. Wallace (Hebburn). Five of the 23 applications were granted, considerations of others being deferred owing to opposition thereto.

**Buses for Tramcars.**—Further conferences have taken place between representatives of Tynemouth and Whitley Bay Councils regarding the proposed substitution of omnibuses for tramcars in the Borough of Tynemouth. It was recommended that if the tram service ceases, Tynemouth Traction Company accept a lump sum payment based on 3s. 9d. per square yard for the whole area of the tram track, that the poles be purchased at £1 each, and that respective clerks settle the terms of agreement.

**Bridge Hustle.**—Scotswood Bridge was closed to vehicular traffic from midnight, May 13th, to 6 a.m. on May 21st, to enable the contractors, Messrs. Dorman, Long and Company to speed up progress on the bridge reconstruction.

**New Garage in Newcastle.**—The new Dex Garage, in the heart of Newcastle, with accommodation for 500 cars, is now open.

## HULL.

**Proposed Humber Bridge.**—At the time of writing the case for the promoters of the Humber Bridge has not been completed although it has been before the Committee of the House of Commons, over which Mr. W. R. Raynes is presiding, for a fortnight. As to the desirability of a bridge over the Humber somewhere near Hull there is no question, but the point is whether one can be constructed without doing almost irreparable damage to both Hull and Goole. The opponents say that to place a series of large piers across the stream is calculated to have a very prejudicial effect upon the ebb and flow of the tide, and that the fronts of the Hull docks may be silted up whilst the channel to Goole may be rendered unnavigable. Members of the Commons Committee have not given any indication of the effect the evidence is having on their minds.

## SOUTH WALES.

**Cardiff Improvements.**—In addition to the new orbital road just sanctioned at Cardiff, the Corporation and the G.W. Railway are contemplating arrangements for the improvement of the centre of the city. The orbital road, however, though officially approved, is rousing a lot of opposition from ratepayers. The G.W.R. are proceeding with their new station, and the Corporation are being urged to go further than putting up a new bus station in close proximity by clearing this part of the town of a great deal of slum property. This would give a fine open front to the new station. The acquisition of the Glamorgan Canal, which runs through the city into the harbour, is also being considered, with a view to covering it in to broaden the central streets.

## MIDLANDS.

**Summer Services.**—The summer bus service arrangements come into operation in most parts of the Midlands about the middle of the month. There are indications of a profitable season on the whole and a tendency for an increase of services, especially in connecting up existing services and in linking up country places with the towns and further developments are anticipated. Of course the Area Commissioners have to be considered in regard to this matter now, and expressions of opinion are heard that the growing needs of the public for passenger road transport is a fact not always sufficiently recognised.

**L.M.S. Closes Branch Lines.**—The L.M.S. are closing some branch lines in the Midlands for passenger traffic. One such is that from Nuneaton to Ashby-de-la-Zouch. Now the Audley branch affecting five stations is to close, the passenger traffic being undertaken by Potteries buses in which the railway company is financially interested.

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**Birmingham and Crude Oil Buses.**—Birmingham Corporation is experimenting with crude oil buses, a new bus fitted with a Diesel engine having recently been acquired and experiments carried out. It will probably be twelve months before the experiment is complete.

## NORTHERN IRELAND.

**County Donegal Motor Services.**—Mr. James Winters, Belfast, is at the head of a new concern, the County Donegal Motor Services, which has acquired the bus services of Messrs. Roberts, operating between Londonderry, Moville, Greencastle, and Shrove; Messrs. Doherty's, operating between Londonderry and Moville; and Messrs. Ward's, operating between Londonderry, Letterkenny, Gortahork, and Milford.

**Derry Transport.**—The reduction of the passenger service on the Lough Swilly Railway has led to the abandonment of an old transport institution in Londonderry—M'Monagle's horse bus service, which for more than fifty years ran between Waterloo Place, in the city, and the terminus of the railway. The horses drew a large four wheeled vehicle with side seats, covered with a roof. Many years ago Derry had a city service of horse-drawn buses, which were superseded by horse trams. These were eventually abandoned, and the city public street transport is now supplied by the well-known Northern Ireland firm, H. M. S. Catherwood, Ltd.

**Gyratory system of Traffic.**—The gyratory system of traffic has been introduced at Carlisle Circle, Belfast. The system has been successfully used at Shaftesbury Square for a long time.

**Death of Mr. William Moorehead.**—Mr. William Moorehead, who was for more than 40 years in the service of the Belfast and Co. Down Railway, and retired last year from the position of chief accountant, which he had held since 1917, died on April 29th at Bangor, Co. Down.

**Belfast Transport Officials' Club.**—At the annual meeting of the Belfast Transport Officials' Club, Mr. Joseph Standfield, hon. secretary, reported that there were 10 vice-presidents and 107 members on the roll. Mr. Samuel Berkeley, managing director, Belfast Steamship Co., was elected president, in succession to the late Sir Thomas Wilson; and other officers appointed were:—Chairman of committee, Mr. James Edgar; vice-chairman, Mr. John Cathy; hon. treasurer, Mr. T. T. Lone; hon. assistant treasurer, Mr. T. Shanks, J.P.; hon. secretary, Mr. Standfield; hon. assistant secretary, Mr. Robert Reid. The annual outing will be to Bundoran on 19th and 20th June.

## IRISH FREE STATE.

**American Express Established in Dublin.**—The American Express Company has established an office in one of the leading and most central streets in Dublin, where business is now being carried on, and in addition to acting as agents for all the steamship companies and air lines throughout the world, the Dublin office will issue tickets to all railway stations in Great Britain and Ireland. Transport work, foreign exchange and banking facilities, both at home and abroad, will also be included in the activities of the Dublin agency.

**Omnibus Services Continue Increasing in the Irish Free State.**—It is satisfactory to be able to state that omnibus services continue to increase in the Irish Free State, and that this present year promises well for bus traffic all over the twenty-six counties, in respect of routes and distances traversed, passengers carried, and receipts for services. There is no doubt but 1931 began favourably for the buses in the Free State, and the patronage extended to them during the first two months of the year has been all that could be desired. This can be seen from the returns, issued for the month of February last by the Ministry of Industry and Commerce, from which it appeared that the number of vehicle miles run by buses in the Free State during the second month of the present year was 1,901,000, as compared with 1,757,000 miles in 1930; the number of passengers carried on buses last February was 3,972,000, as against 3,575,000 in February, 1930; and the gross receipts for February last amounted to £54,546, as compared with £54,166 for February, 1930. The first month of the present year had proved to be an equally beneficial one for bus traffic in the Free State in the matters of mileage, passengers, and receipts. During the two months of January and February last the bus services receipts were £116,952, as compared with £115,926 received from bus traffic during January and February, 1930.

# Dunlop Rubber Company, Ltd.

THE Report of the Directors of the Dunlop Rubber Company, Ltd., for the year ended December 31st, last, mentions that, with its world-wide interests, the Company has felt severely the acute economic depression at the end of the year which unfortunately prevailed in all markets without exception. The Directors announce that the profits realised for the year, though substantial, do not warrant the payment of a final dividend and feel confident that the shareholders, after reading the report, will come to the conclusion that in all the circumstances the results, though disappointing, are not on the whole unsatisfactory.

The Report refers to the adverse conditions of a financial and political nature from which the Company has suffered, and emphasises that the year 1930, witnessed the greatest downward fluctuations in commodity prices known in modern economic history, and the effect had been universal. Overseas there has been an unusual series of political disturbances, either arising directly from, or serving to accentuate the severe economic depression in what are almost exclusively primary producing countries. These adverse conditions have resulted in a heavy depreciation in the Exchanges, particularly in the latter part of the year, in such countries as Australia, China, South America, Spain and Persia, in all of which the Company has an important volume of business.

The Report shows that the financial position of the Company remains strong.

In view of the general unsettlement of the economic conditions referred to, the Directors have, as a measure of precaution, allocated from General Reserve £1,000,000 to Special Reserve against the Company's Investments in and advances to subsidiary companies.

The Directors assure the proprietors that: (i) Throughout the world the Company's organisation has successfully retained its full competitive position; (ii) The Quality of the Company's products was never better: (iii) Its productive efficiency and economy is higher than it ever was and is steadily rising; (iv) The less favourable results this year are attributable to extraneous causes over which the Company had no control, and not to any deterioration in the Company's organisation or in its relative trading position; (v) Upon a revival of trading conditions the Company is in a position to take immediate advantage.

# Horse Transport in London.

A DEPUTATION arranged and headed by the National Horse Association, and including numerous other organizations interested in Horse Transport in London was received on May 8th, by a Sub-committee of the London and Home Counties Traffic Advisory Committee, with regard to the proposed Oxford Street Draft Regulations, with particular reference to, and protesting against, the regulations affecting Horse drawn traffic.

Among those present on the deputation were Major Gen. Geoffrey H. A. White, Sir Archibald Weigall, Sir Walter Gilbey, Sir John Moore, Mr. Nigel C. Colman, M.P., Mr. N. W. Smith-Carington, M.P., Mr. Henry Tilling, Mr. H. C. Laurence, Major James Paterson, Mr. T. Woodley, Mr. G. Moffatt, Mr. J. W. Perkins, Mr. W. Perryman, Mr. C. S. Hinton, Mr. C. Powell, Mr. R. A. Brown, and others representing Horse owners, Forage Merchants, Farriers, Veterinary Surgeons, Saddlers, Farmers, etc.

In addition to the 95 Societies affiliated to the National Horse Association, the following were also represented on the deputation: The National Farmers Union, The Shire Horse Society, The London Cart and the London Van Horse Parade Societies, The Hackney Horse Society, The Hunters' Improvement Society, The National Veterinary Medical Association, The London Saddle and Harness Makers' Protection Society, The Federation of Master Saddlers, The National Leather Goods Association, The Amalgamated Society of Farriers and Blacksmiths, The National Master Farriers' and Blacksmiths' Association, The British Hay Traders' Association, The Retail Corn Dealers, The National Association of Corn and Agricultural Merchants, The Central Veterinary Society, The Metropolitan Drinking Fountain and Cattle Trough Association.

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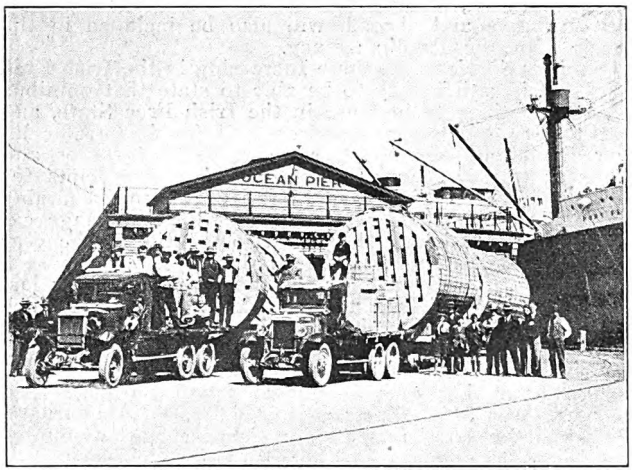
# Motor Notes.

**Morris Commercial Cars in Tasmania.**—Two Morris Commercial 6-wheeled lorries supplied by Morris Commercial Cars, Ltd., Soho, Birmingham, and delivered to Mr. G. A. Jackson, haulage contractor, of Hobart, Tasmania, are shown in the accompanying photograph. Each



TWO MORRIS-COMMERCIAL SIX-WHEELED LORRIES EACH HAULING A 22-TON LOAD.

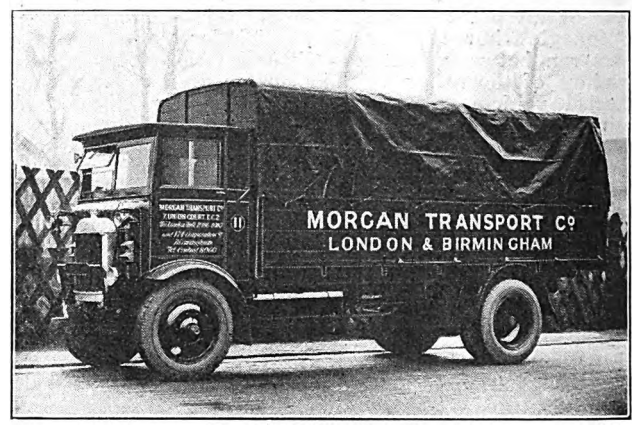
one is hauling a 22-ton steel vat, landed at the Hobart Docks. Mr. Jackson, we are informed, has a fleet of 8 Morris Commercial vehicles and a Morris "Isis."

**Commer Deliveries.**—The right-hand photograph shows a G.3. type 3-ton chassis mounted with a 3-way mechanical tipping body which Commer Cars, Ltd., of Luton, have just delivered to the Kent. C.C. The other photograph shows a 6-ton Commer lorry recently purchased by the Cement Marketing Company.

**Orders for Guys.**—Amongst a large number of orders recently received by Guy Motors, Ltd., for vehicles of from 30 cwt. to 11 tons, are repeat orders from the following firms:—Allen & Hanbury, Ltd., British Oxygen Co., Ever Ready Co., Glico Petroleum, Ltd., Holdrons, Ltd., Red Line Motor Spirit Co., Retail Dairymen's Mutual, Ltd., and Stoke-on-Trent Corporation. The Premier Omnibus Co., also, have placed an order for six 6-cylinder "Victory" coaches, which was placed on the market at the beginning of the 1931 season.

**Recent Albion Orders.**—Amongst orders received by the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, are the following:—4 30/35 cwt. chassis for the Derby Corporation; 35 3-ton chassis for the Anglo-Persian Oil Co., for use by the British Petroleum Co. W. Alexander & Sons, Ltd., have placed two repeat orders, including 11 "Valkyrie" chassis, and J. Lyons & Co., Ltd., have placed a repeat order for 3-tonners.

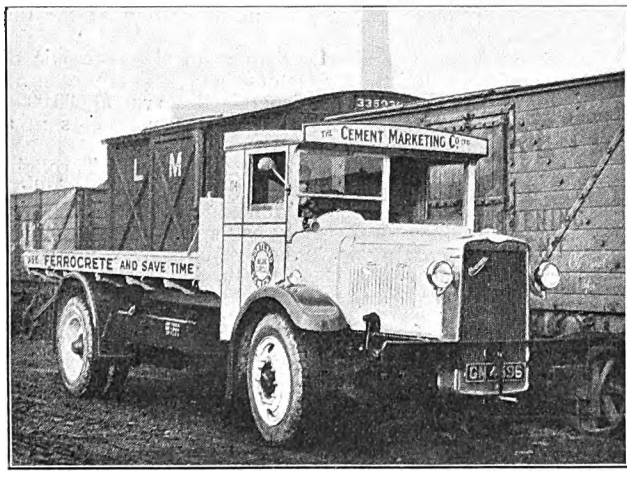
**An Up-to-Date Six-Tonner.** — The Morgan Transport Co., 7, Union Court, E.C.2, have recently taken delivery of a Dennis six-ton forward-control chassis, as shown in the accompanying photograph, on which is mounted a sheet van body. The vehicle was supplied to the Morgan

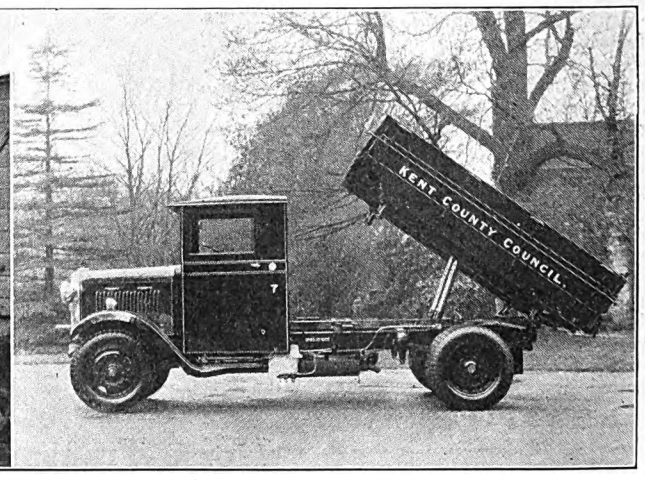



DENNIS 6-TON FORWARD CONTROL CHASSIS WITH SHEET VAN BODY.

Transport Co., through Clement Butler & Cross, Ltd., in whose works at Brentford the body was constructed.

**Recent Leyland Deliveries.**—Recent Leyland deliveries include a "Bison" 90 cwt. machine supplied to Richard Johnson, Clapham & Morris, Ltd., of Trafford Park, Manchester, and four "Lion" single-deck buses to the Merthyr Tydfil Corporation; a "Bull" supplied to W. J. B. Halls, Ltd., road transport contractors, Gloucester; a similar vehicle supplied to Mr. John Taylor, haulage contractor,




LEFT: A 6-TON COMMER FOR THE CEMENT MARKETING CO., LTD. RIGHT: KENT COUNTY COUNCIL'S NEW 3-TON COMMER CAR.

Longridge; a "Hippo" supplied to Smith & Robinson (Leeds), Ltd., the well-known northern transport contractors; a "Lioness" supplied to Stotts Motors, Ltd., of Manchester, who are contractors to Johnson, Clapham and Morris, of Trafford Park, Manchester, and a "Bull" supplied to Mr. G. W. Wood, Woolton, Liverpool.

**Fodens Busy.** — Amongst recent orders received by Fodens, Ltd., Sandbach, England, for their pneumatic tyred steam wagons, is one from Murrell's Wharf, Ltd., London, S.E., for four "speed-six" 6-tonners and four "speed-twelve" six-wheelers (all fitted with pneumatic three-way-tip bodies) and four 6-ton pneumatic tyred side-tip trailers. This firm is one of the first users of pneumatic tyred steam wagons and the additional order is excellent proof that they are giving high satisfactory results.

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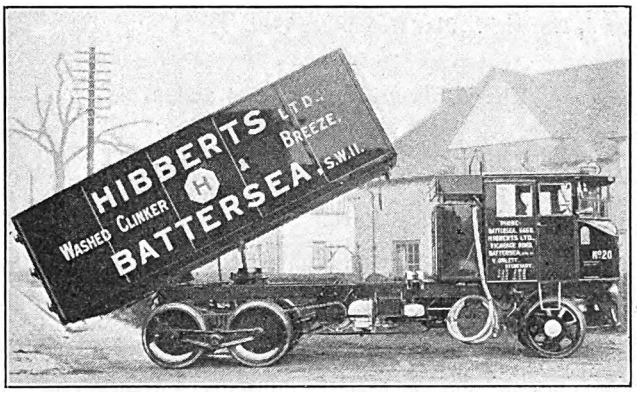
Orders have also been received from Coombe's Flour Mills, Thorverton, Devon, Baker & Son, builders' merchants, Bideford, J. L. Penfold, haulage contractors, Barnham, Sussex, H. M. Nowell, Ltd., public works contractors, Nottingham and Musselwhite & Co., contractors, Salisbury.

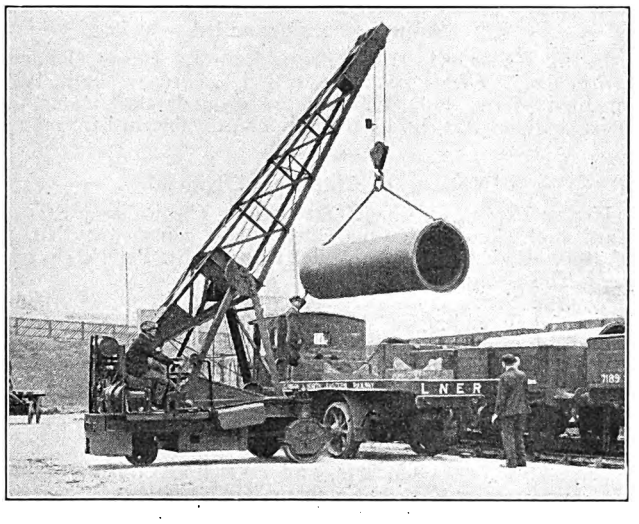
**A Useful Contractor's Waggon.** — Hibberts, Ltd., of Battersea, took delivery early this year of the "Sentinel" D.G.6 waggon shown in the accompanying photograph. This




ONE OF HIBBERTS D.G.6 SENTINELS.

is the third vehicle supplied by the "Sentinel" Waggon Works, Ltd., to this well-known contracting firm. The notable features of the waggon are the large capacity end-tipping body and the oversize water tank.

**Morris Versatile Cranes.** — Our illustration shows a Morris versatile crane in the service of the London & North Eastern Railway Co. One of these cranes can be seen transferring a large cast-iron water pipe from a railway truck to a motor lorry or *vice versa*. The cranes are built by Herbert Morris, Ltd., Loughborough, under Mossay Patents. The crane, operating as an independent unit, can pick up a load anywhere and take it anywhere else. It is supplied either as a petrol-electric crane or with battery accumulators.




THE HERBERT MORRIS VERSATILE CRANE.

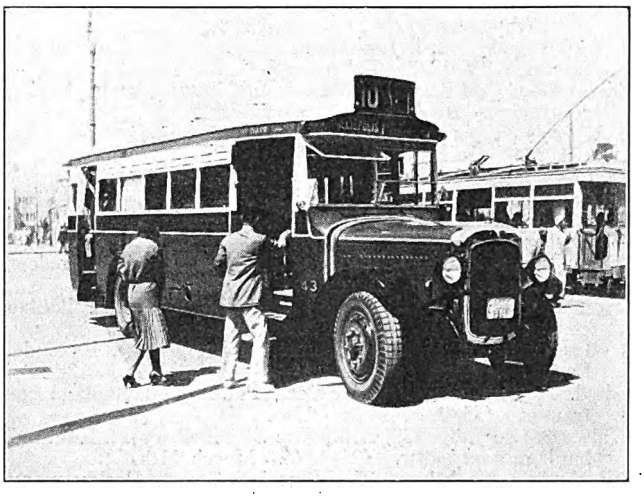
**Albion Motors, Ltd.**—At the Annual Meeting of the firm of motor manufacturers known for so many years under the title of the Albion Motor Car Co., Ltd., of Scotstoun, Glasgow, it was decided to change the name to Albion Motors, Ltd. In recommending this change the Chairman pointed out that in its earlier days the Company manufactured private motor cars and the name was strictly in accordance with their business. For many years, however, they had concentrated on commercial motor vehicles and were familiarly known as Albion Motors, so the change was in every respect a suitable one.

**Guy Service.** Guy Motors, Ltd., Fallings Park, Wolverhampton, have recently placed on the road a fleet of six Guy vans, as illustrated, in connection with their scheme of two years free periodical inspection. Each van is in the charge of a qualified Guy mechanic who carries a consumable stock of spare parts, and is stationed in a specific territory, the country having been suitably divided into sections for this purpose. This scheme has now been operating for a number of years and the inspector works, as far as possible, to a definite programme. He advises the customer beforehand of the approximate time of his visit thus providing inspection at suitably regular intervals. The report of the condition of the vehicle and any adjustments which have been carried out by the inspector is then rendered direct to the customer by the Guy maintenance department, together with advice on any difficulty of operation or maintenance which may have arisen since the inspector's previous visit.

GUY INSPECTION SERVICE VEHICLES.

**Thornycrofts in Egypt.**—The Overseas Transport Co. are putting into service a fleet of 108 omnibuses in Cairo, being supplied by John I. Thornycrot & Co., Ltd., Thornycroft House, Smith Square, S.W.1. The "LC" type 4-cylinder chassis, as shown in the photograph, was selected and the bodies are being built by the Park Royal Coachworks, Ltd. The seating capacity is for 12 first-class passengers and 15 second-class passengers.

**B.E.N. Tyre Automatic Inflator.**—The new and improved B.E.N. all-British model Automatic Tyre Inflator provides means for rapid tyre inflation and accurate gauging in one operation. The inflator is a combined gauge, air control and universal chuck for attaching to any compressed air line. The exact pressure reading of air in a tyre is obtained immediately the chuck is placed over



ONE OF THE 108 "L.C." TYPE THORNYCROFT BUSES FOR CAIRO.

the valve. Air is admitted by compressing the lever, and is released by pressing a button. The inflator has a pressure range from 20 to 130 lbs. and is therefore suitable for all classes of balloon and high-pressure tyres, including the heaviest tyres used on commercial vehicles. This device eliminates four articles that have before been found to be necessary equipment, i.e., (1) high-pressure gauge; (2) low-pressure gauge; (3) valve chuck; (4) air-reducing and control valve. The instrument is fitted with a gauge that is permanently accurate to a pound. It is easy to operate, practically indestructable, and a big time saver for any garage, service station, or fleet owner. This new model is not only more efficient than the old type, but it is very much more attractive in appearance. The new price is 45/- as against £2 17s. 6d. for the old model, so that B.E.N. Patents, Ltd., 92, Tottenham Court Road, London, W.1, are now able to offer a more attractive and efficient article at a considerably lower price.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Jno. Hy. Sutcliffe, Falconbridge Street and 1, Uplands Road, Leicester, haulage contractor. £51/15/10. February 12th.

E. J. Mylon, Merrimans, Hayes, Middlesex, haulage contractor. £25/5/6. February 24th.

Albt. V. Lucia, 46, Grafton Terrace, N.W., haulage contractor. £36/10/3. February 5th.

Albt. E. Freeman, New Birmingham Road, Tividale, Staffs., motor haulier. £31/14/4. February 21st.

Albt. V. Pardoe, Portway Villa, Throne Road, Blackheath, Staffs., haulage contractor. £30/10/9. February 6th.

Matthew Boardley, 1, Jubilee Terrace, Whapload Road, Lowestoft, carting contractor. £32/9/3. February 27th.

Walter Scott, 96, Barrington Road, Brixton, London, S.W., haulage contractor. £47/16/6. February 9th.

Edmondson Cookson, 12, Wide Yard, Newgate, Pontefract, Yorks., haulage contractor. £35/6/0. February 18th.

H. Mostyn, 200, Holderness Road, Hull, haulage contractor. £72/12/9. February 26th.

Herbert Whiting, Kimberworth, Rotherham, Yorks., haulage contractor. £72/6/2. February 10th.

W. Hurn, 32, Barton Road, St. Phillips, Bristol, motor haulage contractor. £26/6/0. February 24th.

Geo. Hy. Burford, Freshwater, I.O.W., haulage contractor. £35/7/0. February 24th.

W. H. Thornborough, Coombe Road, Morehall, Folkestone, motor engineer and haulage contractor. £30/17/9. February 24th.

Pring's Motor Coach Service, 20/28, Dalling Road, Hammersmith, W.6, coach proprietors £34/9/6. February 26th.

F. T. C. Axford, 7, Cheap Street, Frome, Somerset, haulage contractor. £49/8/8. February 10th.

Roland W. Hayward, Essington, Staffs., motor haulage contractor. £27/18/3. February 16th.

Edwin Geo. Godwin, 98, Albert Road, Southampton, haulage contractor. £65/9/2. February 17th.

C. W. Iles, Fairview, Dinedor, Hereford, haulage contractor. £34/2/4. February 24th.

E. F. Ryan, 63, Leverton Street, Kentish Town, cartage contractor. £63/5/0. February 12th.

H. Parkinson & Sons, 25, David Lane, Old Basford, Notts., haulage contractors. £40/7/7. March 4th.

Harold Frank Edge, 67, Cheviot Street, Derby, haulage contractor. £31/8/6. March 3rd.

Kemmish & Sons, 96, Burgess Road, Bassett, Hants., haulage contractors. £38/13/3. February 24th.

Walter Cockerill, 13, Oak Avenue, Rising Bridge, Baxenden, Lancs., haulage contractors. £41/1/0. March 12th.

Edwd. Haslam, 141, Praed Street, Paddington, haulage contractor. £55/9/9. March 11th.

Walter Howe Juby, 138, Southgate Street, Bury St. Edmunds, haulage contractor. £24/13/4. March 11th.

Hy. Arthur Hackshaw, 25, Moncrieff Street, Peckham, and 10, Oswyth Road, Camberwell, London, S.E., motor haulage contractor. £59/9/0. February 2nd.

Jno. Hammond, 32, Elmina Road, Swindon, Wilts., haulier. £41/6/10. March 12th.

Thos. Burman, The Warf, Alwerchurch, Worcs., haulier. £52/17/4. February 27th.

G. S. Abba, 34, Ribby Grove, Cottingham Road, Cottingham, Hull, haulage contractor. £53/12/2. March 16th.

Geo. Hebden, Brandesburton, Yorks., haulage contractor. £28/9/7. March 6th.

Emmanuel Jackson, How End, Kirbymoorside, Yorks., coal merchant and haulage contractor. £45/16/7. March 7th.

R. Davies, Lions Fold, Sale, Cheshire, motor coach proprietor. £32/17/10. March 9th.

Modern Travel, Ltd., 68, St. Mary's Road, Southampton, motor coach proprietors. £29/3/5. March 6th.

Wilfred E. Evans, 3, Council Houses, Kingsland, Hereford, transport contractor. £41/6/5. March 10th.

Walter Ruben Lawrence, Pittams Cottage, Wappenham, Northants, motor coach proprietor. £108/19/6. February 17th.

# The Gazette.

## Dissolutions of Partnership.

WALTER STEWART WIBBERLEY and PETER WILLIAM JACOMELL, trading as Broadway Haulage Company. 41a, High Street, Tooting, S.W.17, haulage contractors. 13th March, 1931. All debts by Peter William Jacomell.

WILLIAM EDWARD FAKE and LEONARD VOTIER, trading as Votier and Fake, haulage contractors, etc., 56, Marlborough Road, Norwich. 31st December, 1930.

## The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

EDWARD JOHN MYLON, described in the Receiving order as E. J. Mylon (male), "Merrimans," Hayes, Mdlx., haulage contractor. Receiving order, March 3rd. Order of adjudication, March 10th. Public examination, April 17th, at Windsor.

KENNETH CHARLES PRYNN, Main Street, Patrington, Yorks., haulage contractor, etc. Receiving order and order of adjudication, March 6th. Public examination, April 20th, in Hull.

THOMAS WALTER LEE, Kingswood Garage, Ulcombe, Kent, haulage contractor, etc. Receiving order and order of adjudication, March 5th. Public examination, April 24th, at Maidstone.

ARTHUR RICHARD RICHARDS, described in the petition as A. R. Richards (male), 277, London Road, Westcliff-on-Sea, lately 118, Hamlet Court Road, Westcliff-on-Sea, Essex, removal contractor. Receiving order, March 4th.

WILLIAM EDMUND CECIL CLARK, Riverside Wharf, Crisp Road, Hammersmith, W.6, haulage contractor. Receiving order and order of adjudication, March 10th. Public examination, May 20th, in London.

JAIRUS SAMUEL WESTON, 61, Church Aston, near Newport, Salop, haulier, etc. Receiving order and order of adjudication, March 9th. Public examination, April 29th, at Shrewsbury.

JACOB ROBINSON PLEWS, and ARTHUR PLEWS, trading as Plews & Sons, 5, Wharf Street, Stockton-on-Tees, Durham, haulage contractors. Receiving order and order of adjudication, March 11th. Public examination, April 16th, at Stockton-on-Tees.

## Adjudication Annulled.

FRANK CROSS, 84, High Street, Ramsey, Hunts., haulage contractor. Order of adjudication, February 18th, 1931, annulled March 13th, 1931, on the grounds that under the Infants Relief Act, 1874, no liabilities provable in bankruptcy.

## Notices of Intended Dividend.

HARRY PARRY, 13, Chapel Street, and The Railway Station Yard, both Conway, Caernarvon, haulage contractor. No. 31 of 1930. Claims to Isaac Daniel Hooson, St. Peter's churchyard, The Cross, Chester, Official Receiver.

WALTER SCOTT HUMPHRY, 59a, Leeming Street, Mansfield, Notts., lately trading as "Humphry Brothers," Newgate Lane, Mansfield, haulage contractor. No. 52 of 1930. Claims to Leslie Arthur West, 22, Regent Street, Park Row, Nottingham, Official Receiver.

## Notices of Dividend.

FREDERICK JAMES GIBBENS, and HERBERT GRIFFIN, trading as "The Premier Carting Company," 162, Victoria Street, and Laceby's Yard, Sixhill Street, both Gt. Grimsby, removal contractors. No. 62 of 1930. First and final of 1s. 7½d. in the £. Payable at Official Receiver's office, St. Mary's Chambers, Gt. Grimsby.

ARTHUR FRANCIS YOUNG, trading as Frank Young, 1, Birkbeck Road, Ilford, Essex, motor haulage contractor. No. 3 of 1930. First and final of 2s. 4d. in the £. Payable at office of the Official Receiver, 29, Russell Square, London, W.C.1.

## Amended Notice.

JAMES CONNELL, Southeast Side, Wapping Basin, and 22, Simpson Street, both Liverpool, haulage contractor. No. 106 of 1926. First and final of 3s. 4d. in the £. Payable at 2, Bixteth Street, Liverpool.

## Application for Discharge.

FRANK MARSH, trading as "Flint's Haulage," 323, Broad Street, Pendleton, Lancs., haulage contractor. April 24th, at Salford.

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# New Companies.

**M.B. Garages, Ltd.** (255,222). — Private company. Registered March 27th. Capital £3,500 in £1 shares. Objects: To carry on the business of motor and electrical engineers, motor body builders, garage proprietors, cartage, haulage and transport contractors, at 35, Cremer Street, E.2, and elsewhere, and to adopt an agreement with M. Benscher. The directors are: M. Benscher (permanent governing director), A. C. Benscher, H. H. Benscher. Secretary: H. Benscher. Registered office: 49, Leadenhall Street, E.C.3.

**Foxton & Wells, Ltd.** (255,210). — Private company. Registered March 27th. Capital £1,000 in £1 shares. Objects: To carry on the business of motor transport and haulage contractors, motor and general engineers, builders' merchants, etc. The directors are: A. P. Foxton, B. V. Wells. Registered office: 23, Lovegrove Street, Old Kent Road, S.E.1.

**Bicester & District Bus Company, Ltd.**—The Bicester & District Bus Company, Limited, was registered as a "private" company on March 28th, with a nominal capital of £2,000 in £1 shares. The objects are to acquire the business of the Bicester District Bus Co., and to carry on the same. The directors are: A. H. Roberts, M.I.B.E., M.I.M.T., Kaye Don, Mrs. E. Roberts. Secretary: A. H. Roberts. Registered office: 34, Market Square, Bicester. The file number is 255,253.

**Great North Road Service, Ltd.** (16,373). — Private company. Registered in Edinburgh on March 28th. Capital £1,000 in £1 shares. Objects: To carry on the business of running motor omnibuses of all kinds, etc. The directors are: Gregor Cameron, G. C. Duncan, J. Carmichael, V.C. Registered office: 30, George Square, Glasgow, C.2.

**Duff & Sons, Ltd.** (255,382).—Private company. Registered April 1st. Capital £4,500 in £1 shares. Objects: To acquire the business of furniture dealers now carried on as "Duff and Sons" and to carry on the same and the business of warehousemen, removal contractors, carriers, auctioneers and estate agents, etc. The directors are: Maria Duff (chairman), G. A. Duff, senr., G. A. Duff, jnr. The two first named are permanent. Registered office: 22, St. George's Road, Wimbledon, S.W.

**Penn Bus Company, Ltd.** (255,506).—Private company. Registered April 7th. Capital £15,000 in £1 shares. Objects: To acquire the business of a motor bus proprietor carried on by F. J. Sugg at Tylers Green, near High Wycombe, and at High Wycombe, Bucks., as the "Penn Bus Company." The first directors (to number not less than 2 nor more than 5) are: F. J. Sugg, Mrs. A. M. M. Sugg.

**Jos. Bracewell, Ltd.** (255,497). — Private company. Registered April 7th. Capital £10,000 in £1 shares. Objects: To carry on the business of motor car or taxi cab, garage, coach and livery stable proprietors, funeral undertakers, cabinet and furniture manufacturers, furniture removers, etc. The permanent directors are: J. Bracewell, (chairman), T. H. Bracewell. Registered office: Crown Garage, Brown Street, Colne.

**Universal Haulage Company, Limited.** (255,563).—Private company. Registered April 8th. Capital £1,000 in £1 shares. Objects: To acquire the business of a haulage and cartage contractor carried on by H. Pennington at 254, Windmill Road, Ealing, and 109, Devonport Road, W.12. The directors are: H. Pennington, T. W. Pennington. Secretary: T. A. B. King. Registered office: 113, Wood Lane, Isleworth, Middlesex.

**Foster & Richards, Limited.** (255,604).—Private company. Registered April 10th. Capital £702 in £1 shares. Objects: To acquire the business of agents and general carriers and carters carried on by R. and W. H. Richards at Tideford, near St. Germans, Cornwall. The permanent directors are: K. G. Foster, R. Richards, W. H. Richards. Secretary: R. Richards.

**D & Y Hauliers, Ltd.** (255,637). — Private company. Registered April 11th. Capital £500 in £1 shares. Objects: To carry on the business of hauliers, haulage contractors, carters, carriers and transporters by land, air and water, dealers in and letters out on hire or hire purchase and use for the transport of passengers and goods of aircraft, motor cars, lorries and other conveyances, etc. The first directors (to number not less than 2 nor more than 4) are: G. C. Dent and Mrs. G. E. Dent.

**Acme Transport Company, Ltd.** (255,664). — Private company. Registered April 13th. Capital £1,500 in £1 shares. Objects: To carry on business as forwarding, transport, tourist and travel, baggage, clearing, custom house, railway, theatre, ticket and general commission agents, insurance agents and brokers, carmen, warehousemen, removal contractors and packers, proprietors of cabs, omnibuses and other conveyances, etc. The first directors (to number not less than 2 nor more than 5) are: P. A. Moehr, P. Haberstich (life directors). Secretary: K. F. Steven. Registered office: 3, Throgmorton Avenue, E.C.2.

**Frank C. Strick & Co. (Newcastle), Ltd.** (255,698).—Private company. Registered April 14th. Capital £500 in £1 shares. Objects: To carry on business as coal, coke, oil and fuel merchants, steamship agents, carriers, shipowners, forwarding agents, etc., and to adopt an agreement with Frank C. Strick & Co. (Newcastle), Ltd., in liquidation, and S. A. Cayzer, A.C.A., the liquidator thereof. The directors are: F. C. Strick, T. E. Ruddock (first managing director), A. L. A. Thomson, Sir Arthur E. O'Neill. Registered office: 117/121, Leadenhall Street, E.C.3.

**C. & S. Parkinson (Liverpool), Ltd.** (255,711).—Private company. Registered April 15th. Capital £1,000 in £1 shares. Objects: To carry on the business of general carriers, railway, forwarding and shipping agents, warehousemen, bonded carmen, common carriers and clearing house proprietors; proprietors of taxi cabs, omnibuses, cabs, lorries, motor omnibuses, etc. C. Parkinson signs documents as "director."

**William Petter, Limited.** (255,760).—Private company. Registered April 16th. Capital £500 in £1 shares. Objects: To carry on business as garage and bus proprietors, transport and furniture removers, general hauliers and repairers; and to develop and extend the business of a bus proprietor formerly carried on by W. Petter at Carmarthen. First directors are to be appointed by the subscribers. Secretary: A. E. Morgan. Registered office: Blue Street, Carmarthen.

**General Roadways, Limited.** (255,772).—Private company. Registered April 17th. Capital £100 in £1 shares. Objects: To carry on the business of ship and barge owners, lightermen, carriers of passengers and goods, carmen and cartage contractors, electricians, wood workers, motor car, cab, omnibus, coach and lorry proprietors, etc. The first directors are to be appointed by the subscribers.

**Great Northern Transport Company, Ltd.** (255,773).—Private company. Registered April 17th. Capital £1,000 in £1 shares. Objects: To carry on the business of general agents, carriers for the transportation of passengers, livestock and goods by land, water and air; haulage, cartage and removal contractors, etc. The directors are: E. P. Jones, H. B. Jones. Secretary: P. Phillips. Registered office: 110, Fenchurch Street, E.C.3.

**Matheson Transport Company, Ltd.** (16,400).—Private company. Registered April 21st in Edinburgh. Capital £2,000 in £1 shares. Objects: To carry on the business of general carriers, transport and haulage contractors, etc. The directors are: D. M. Matheson, J. F. Gillies, R. Smith. Secretary: J. F. Gillies. Registered office: 147, Bath Street, Glasgow.

**W. E. Smith & Sons, Ltd.** (16,401).—Private company. Registered April 23rd in Edinburgh. Capital £1,000 in £1 shares. Objects: To carry on the business of general and motor haulage contractors, carriers of parcels, goods or passengers, etc. The directors are: W. E. Smith, D. L. Simpson, D. Forbes. Secretary: W. E. Smith. Registered office: 124, John Street, Glasgow.

**Rollo, Ltd.** (16,403). — Private company. Registered April 23rd in Edinburgh. Capital £1,000 in £1 shares. Objects: To carry on the business of proprietors of motors, cabs, cars and cycles of all kinds, carriers of passengers and goods, etc. The directors are: D. W. Rollo, M. R. Brown. Registered office: The Garage, Sunnyside, Dreghorn, Ayrshire.

**Swift Parcels and Delivery Company, Ltd.** (255,957).—Private company. Registered April 24th. Capital £500 in £1 shares. Objects: To carry on business as railway and general forwarding agents, cartage and road transport contractors, packers and packing case makers, manufactures of, dealers in or proprietors of motor chars-a-banc, lorries, motor boats and other conveyances, etc. The first directors (to number not less than 2 nor more than 5) are: W. T. D. Herd and Violet A. Herd (both permanent, subject to each holding 25 ordinary shares). Registered office: Pegwell, St. James Close, Kenilworth Avenue, Westcliff-on-Sea.

**Clyde Coast Services, Ltd.** (16,404).—Private company. Registered in Edinburgh on April 25th. Capital £1,000 in £1 shares. Objects: To take over and manage the

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businesses of motor omnibus proprietors now carried on by (1) J. Hogarth, jnr., 52, Eglinton Road, Ardrossan, (2) Cowie Bros., Portland Garage, Stevenston, (3) W. J. Shields, 66, Hamilton Street, Saltcoats, (4) D. McGregor, 74, Canal Street, Saltcoats, (5) H. B. Fraser, The Garage, Lade Street, Largs, and (6) W. Wallace, Wellington Garage, West Kilbride. The directors are: J. Hogarth, W. J. Shields, H. B. Fraser.

**Risdon, Semper & Co., Ltd.** (256,073).—Private company. Registered April 29th. Capital £2,000 in £1 shares (1,000 7 per cent. cumulative preference and 1,000 ordinary). Objects: To acquire the business of a road transport and haulage contractor, etc., carried on by I. Semper at 40, Trinity Square, Stepney, as "Risdon Semper and Co., Successors to Albert Ewer Transport Service." The directors are: I. Semper (chairman and managing director), A. W. Risdon (life directors), A. Bridge-Pike and C. H. C. Hughes. Secretary: C. H. C. Hughes.

**L. H. Dimond & Company, Ltd.** (256,065).—Private company. Registered April 29th. Capital £3,500 in £1 shares (500 7 per cent. cumulative preference and 3,000 ordinary). Objects: To acquire the business of haulage contractors, motor and general engineers and garage proprietors, carried on by L. H. Dimond & Company at Pile Street, Temple Gate, Bristol. The permanent directors are: C. H. Clifford, L. H. Dimond, A. J. Dimond. The two first named are managing directors. Secretary: C. H. Clifford. Registered office: Pile Street, Temple Gate, Bristol.

## Mortgages and Charges.

**Broad and Montague, Ltd.**—Particulars filed of £3,000 debentures authorised February 14th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**Allan Simpson (Bristol), Ltd.** — Issue on March 2nd, 1931, of £250 debentures, part of series already registered.

**H. J. Phillips & Sons, Ltd.**—Debenture dated March 3rd, 1931, to secure £1,500, charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, subject to a mortgage on its freehold property, 288/290, Merton Road, Wandsworth. Holder: G. F. Dorr, "Revelstoke," Beacon Road, Broadstairs.

**H. J. Phillips & Sons, Ltd.**—Mortgage dated March 3rd, 1931, to secure £2,000, charged on 288 and 290, Merton Road, Wandsworth. Holders: Magnet Building Society, Magnet House, Paddington Green, W.2.

**Highways, Ltd.**—Issue on March 4th, 1931, of £4,000 debentures, part of series already registered.

**R. V. Morris, Ltd.**—Particulars filed of £800 debentures authorised March 5th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**J. W. Gammans & Co., Ltd.**—Mortgage dated March 9th, 1931, to secure £684 10s. and any moneys which may become due on any account whatsoever, charged on land used as a chalk pit in Charmandean Lane, Sompting, Sussex. Holders: Steyning Permanent Benefit Building Society, Steyning, Sussex.

**Cross and Hill, Ltd.**—Debenture dated March 9th, 1931, to secure £2,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: E. J. Hill, 27, Stafford Road, Bournemouth.

**Mablethorpe & Sutton Motor Service, Ltd.**—Mortgage debenture charged on the company's undertaking and property, present and future, including uncalled capital and goodwill, dated March 9th, 1931, to secure all moneys due or to become due from the company to Barclay's Bank, Ltd.

**Singer Transport Co., Ltd.**—Particulars filed of £400 debentures authorised March 10th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**Modern Super Coaches, Ltd.**—Deposit on March 11th, 1931, of deeds of 87c, Hertford Road, Lower Edmonton, N.9, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Isaac Robinson & Sons (Rhyl), Ltd.**—Mortgage dated March 18th, 1931, to secure £1,500 charged on land fronting West Parade, Rhyl, with Harbour Garage thereon. Holders: J. Lloyd, E. Hughes and R. L. M. Lloyd, Preswylfa, Russell Road, Rhyl, Flint.

**Knowles Motors, Ltd.**—Mortgage on freehold land with garage and three houses thereon in Cromford Road, Queen Street, and Gladstone Street, Langley Mill, Derby, with fixtures, etc., dated March 19th, 1931, to secure all moneys due or to become due from the company to the Midland Bank, Limited.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**James Straughan & Sons, Ltd.**—Satisfaction in full on December 20th, 1930, of deed of indemnity dated March 14th, 1925, and registered March 19th, 1925.

**Direct Haulage Company, Ltd.**—Satisfaction in full on January 22nd, 1931, of debenture dated June 29th, 1927, and registered July 8th, 1927, securing all moneys due or to become due from the company to Barclays Bank, Ltd.

**Watford Co-operative Mutual Omnibus & Transport Company, Ltd.** — Satisfaction in full on February 24th, 1931, of debenture dated December 19th, 1929, and registered December 30th, 1929. (According to the register of mortgages, the debenture registered December 30th, 1929, originally secured £1,000.)

**H. J. Phillips & Sons, Ltd.**—Satisfaction on March 3rd, 1931, (a) in full of 20 debentures of £50 each authorised February 8th, 1928, and registered February 24th, 1928, 10 only of which were registered (the remaining ten having been cancelled); (b) in full of mortgage securing £1,500 dated August 3rd, 1928, and registered August 15th, 1928; and (c) to the extent of £1,500 of second debenture dated May 22nd, 1929, and registered May 31st, 1929, securing £2,000.

## Receiverships (Appointment or Release).

**Springer & Company, Ltd.**—J. Ringle, of 42, Carnarvon Road, Forest Gate, E., was appointed Receiver and Manager on February 20th, 1931, under powers contained in debenture dated December 2nd, 1929.

**Dobinson's Road Transport, Ltd.**—E. J. Bell, C.A., of 23, King Street, E.C.2, was appointed Receiver on March 2nd, under powers contained in debenture dated January 2nd, 1931.


## NOTICES

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*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**MAY, 1931.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 321. JUNE 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Our Airship Policy.

JUST as the last pages of our May issue were running through the printing presses the Prime Minister, in the House of Commons, was outlining the future airship policy to be adopted by this country. He said that we should proceed with scientific and technical research, that our airship equipment will be reduced to proportions and to an organisation and an activity which will, for the time being, be more in the nature of scientific investigation. R100 is to be reconditioned but not with the idea of undertaking any long-distance spectacular flights, her construction will not be altered, and she will be used for test purposes to obtain such data under actual flying conditions as cannot of course be made available by merely carrying out experiments with models. With this policy we think all thoughtful people will agree. As the Prime Minister pointed out, airships have as yet neither proved a failure nor achieved an assured success. The tragic fate of R101 showed that our knowledge of airships is still inadequate, but none of the difficulties with which we are confronted need prove insurmountable, if we continue with our scientific investigation of the subject. Were we to scrap R100 and to give up all interest in airship development, then we would indeed feel that the sacrifice made by those brave pioneers who gave their lives in the cause of airship development had been in vain. Few will consider that we should go ahead again immediately and build more new airships, but on the other hand the number must be small who will argue that we should cease to take a part in discovering whether airships have a future or not. We still have men possessing technical knowledge of airships of the utmost value even though, unhappily, so many of our air experts perished in the R101. It may well be that airships will prove anything but failures, and the developments of the next few years may compel us to adopt again a very active and practical interest in their development. If that should prove to be the case then by reason of the decision which has now been made to maintain a nucleus at the Royal Airship works at Cardington, we shall have ready to hand men with the necessary skill and capacity required for airship construction to push on with that development. In the meantime there is a whole field of unsolved problems in regard to the subject awaiting investigation and in this field R100 with its gallant crew of officers and men will play not a spectacular but an inherently important part. The R101 Report does not show that there is anything wrong with airships as such, and the disaster did not disprove the case for airships, and time alone can show whether travel by airship has an assured future. Airships may yet prove of the utmost advantage to the British Empire. It is true that France and Italy have temporarily abandoned airship development, but France has retained the nucleus of an airship organisation. The experiments being conducted by Germany are well-known, and the Graf Zeppelin is continually making long and successful voyages. The United States is pursuing an active airship policy and the huge dirigible "Akron" now being built in Ohio will be floated shortly and will be the first airship to be able to carry an aeroplane. The "Akron" will require 6,500,000 cubic feet of helium which is nearly twice the capacity of the Graf Zeppelin and 35 per cent. larger than that of the R101. The late Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., who perished in the R101, addressing the members of the Institute of Transport in 1928, said: "The new generation which is growing up—the boys who are leaving school to-day—will accept aviation as a matter of course and at its true value without demur—and progress will be correspondingly accelerated. We as a nation have a wonderful history in the realms of transport and it is my highest ambition to help British air transport to live up to the standards set by its forbears on sea and land." Colonel The Master of Sempill, in a book just published entitled "The Air and the Plain Man," in the last chapter which deals with airships, says it had not been his intention to discuss that subject at any length, but while the proofs were being read the news of the disaster to R101 staggered and appalled the whole world. The author concludes the chapter as follows:

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"It is illogical to urge that because certain airships have met with disaster, all lighter-than-air craft are necessarily unsafe. There have been tragedies in all realms of transport—marine, rail, road and aeroplane; but they have not stopped progress. Rather have they stimulated effort to render such disasters less likely in the future. The loss of R101 should be regarded in the same way. Those brave men who gave their lives did so in the cause of the progress of Imperial communications. We should be disloyal to their memories if we abandoned our airship programme. For commercial transportation, the value of the airship has yet to be completely proven. The British Empire in particular cannot afford to neglect the airship, which offers the best means, so far as can at present be seen, of covering great distances, particularly over long stretches of water; but further research and experiments are needed, and it would be extremely injudicious to abandon this vital work because of a popular outcry based on sentiment rather than reason." The decision of the Government is a right one—we must go on with our research programme and watch carefully the interesting experiments proceeding in Germany and the United States.

**Removing is an Expert's Job.**

The Annual Conference of the Members of the Furniture Warehousemen and Removers' Association was held last month at Southsea, and our usual special and full report appears in this issue. The Conference was a most successful one and we offer our congratulations to all who were responsible for the arrangements upon the way in which these were carried out. The Annual Meeting was presided over by Mr. A. C. Osborn, the retiring president, while the extraordinary general meeting held in the afternoon and the dinner in the evening were both presided over by Mr. F. W. H. Winwood, the in-coming president, to whom we offer our warmest congratulations and good wishes for a successful year in the high position to which he has been called. The slogan of the Association is the title of this note "Removing is an Expert's Job" and, unlike many slogans, it is strictly accurate. Those of us who can look back to the earliest days of the Association are inclined to think that those were the palmy days of the trade, but we are convinced that there never was more need for experts in the removal business than there is to-day. When Joint Industrial Councils were first started, representatives of the Furniture Warehousemen and Removers' Association applied for their trade to be recognised as a separate industry and this application was accepted. We have always looked upon the removal business as part of the great Transport Industry, and we still believe that it is a most important section of it, but there is a great deal more than merely transporting goods from one place to another, and the members were quite justified in claiming that theirs was an industry in itself. The haulage of the goods entrusted to the members, although important, is only a part and perhaps not the most important part of their work. Estimating the amount of furniture to be removed, to be done accurately, needs special training and experience. We are glad to note that the examinations for estimators are steadily growing in value and are being supported by leading firms in the industry. Then, the packing of goods for removal is a most important part of the business. It may be said that anyone can load goods into a motor lorry or a lift van for rail transport, but this is not the case. The utmost care is required in handling furniture which may have a real or sentimental value to the owner so that it may arrive at its destination in as good a condition as it left the starting point. The members of the Association rightly claim that they are experts in the handling and packing of furniture, as well as Transport employers, and we are sure that they have no need to be unduly depressed or afraid to meet any competition which may arise in the future.

**Tramways and Buses.**

The discussion which followed the interesting paper read by Mr. J. A. Forde, General Manager and Engineer to the Isle of Thanet Electric Supply Co., Ltd., at the Annual Congress of the Tramways, Light Railways and Transport Association held at Margate last month, showed how far tramway managers have journeyed on the road to scrapping their trams and adopting motor buses in their place. Even a representative of an electric supply company like Mr. Forde, stated in his paper that within ten years most tramways will have ceased to exist. In an able contribution to the discussion Mr. C. J. Spencer, General Manager, Metropolitan Tramways Co., deprecated suggestions of so far reaching a character and received the support of the meeting in his statement that every case had to be decided on its merits, circumstances being very different in various localities and centres of population. Undoubtedly every tramways manager is considering most seriously what steps he shall take to bring his rolling stock up-to-date and in what direction this can best be accomplished. The argument which struck us most forcibly was that used by Mr. R. Stuart Pilcher, who is this year President of the Municipal Tramways and Transport Association and who occupies the important position of Tramways Manager to the Corporation of Manchester. In the course of his remarks he said that the public undoubtedly prefer buses to trams and it was waste of time to consider the respective advantages of the two types of vehicles, because in the long run what the public want they would have and it was their duty to provide it.

**International Container Competition.**

We have given from time to time particulars of the competition arranged by the International Chamber of Commerce for the best system of container suitable for the international transport of goods. We have been keenly interested in this competition since we heard the scheme advocated by Senator Crespi, in an address given at the World Motor Transport Congress, held in Rome, in September, 1928. According to the latest information which we have received, eight designs of six constructors have been retained by the jury in charge of the competition, and these constructors are now to submit final models before July 15th next. It is interesting to know that these models are to be tested on lorries, trucks and boats, in London or Berlin, and after that the jury will meet again and decide which model it considers the most satisfactory, and which it will recommend for uniform adoption by organisations concerned with highway, railway, and maritime transport. The container system for goods transport has been a great success and has developed very rapidly within the last two years, until it is now a recognised factor in goods transport, particularly applicable to railway and road traffic combined. The difficulty, hitherto, has been to produce a container light enough for ordinary purposes, and yet strong enough to stand hard treatment such as is inseparable from transport across the water to other countries. The container system has been found useful for almost all kinds of traffic, but whether it will be really suitable for furniture removals is doubtful. As we have mentioned in another editorial note this business is of a peculiar character, necessitating very expert packing and care, and we are doubtful whether the new form of container will ever supersede the well constructed lift van which has held the field for so many years. At the same time, there is undoubtedly a very wide scope for the use of these containers, enabling goods to be transported from door to door without unpacking or handling, even when this means crossing the channel to the Continent. The system, therefore, constitutes a big advance on former practice, and in the near future should fill a much larger place than it has done hitherto.

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## G.W.R. Dock Enterprise.

On May 18th a new swing bridge over Bute West Dock Lock, at Cardiff, was officially opened for traffic. This double track swing bridge has been built to carry railway and road traffic across the Lock between the Bute West Dock and Basin, immediately inside the main entrance to Cardiff (Bute) Docks at the Docks end of Bute Road and is capable of carrying the heaviest loads that use either railways or roads. This is but another instance of the enterprise being shown by the Great Western Rail-Way Company at their Docks. A day or two before this bridge was opened Mr. Lionel Heald attended a hearing of the Railway Rates Tribunal on behalf of the Monmouthshire and South Wales Coal Owners' Association and is reported to have complained that no improvement of the South Wales Docks had been carried out by the Great Western Railway Company and that it would seem that the programme for modernizing the docks had been postponed indefinitely. Since the amalgamation in 1922 of the South Wales dock-owning railway companies with the Great Western Company, we have necessarily watched the development and modernization of the Great Western Ports with much interest and we cannot associate ourselves with the criticism reported to have been made of the G.W.R. before the Rates Tribunal. It has been our pleasure from time to time to record in this journal the various works undertaken by the G.W.R. to meet not only the present needs of industry, but to raise the efficiency of their docks to a high standard ready to deal with the vastly increased trade we are all longing to see come to these shores. In our view the G.W.R. have continued a progressive policy for a number of years, and we say this not because we hold a brief for railways in particular, but because we naturally like to see honour paid when due to any phase of activity which goes to make up our great transport system. Mr. J. Milne, the General Manager of the Great Western Railway, in a letter to *The Times,* repudiates the suggestion that the Company's programme of modernizing their docks in South Wales has been postponed indefinitely. On the contrary, he points out that the cost of the works now proceeding involves an expenditure of £2,123,000, the works being carried out in accordance with a five-years' programme expiring in 1935, the only schemes which are being held in abeyance at the present time being the pier extensions at Port Talbot and the second entrance lock at Swansea which are estimated to cost approximately £1,250,000 and it is considered that in existing circumstances the carrying out of these works could not be justified. Further, Mr. Milne points out that the programme of work now in hand is additional to the large schemes which have been completed by the company since they took over the docks in 1922.

## Avoid the Expert?

Mr. F. A. Macquisten, K.C., in a letter to the press says that last year more people were killed on the highways than all the casualties by enemy action in the Boer War; that the railways would have been abolished if they had killed and mutilated anything like the number of people that motor transport does to-day, but that whereas the railway kills in bulk, the motor kills one at a time usually, and so it does not shock so much. Mr. Macquisten contends that these casualties will increase as the number of vehicles increases, and that there can be no mitigation under the present system of mixed traffic. Further, he states that the electrified railways may suit suburban London, but for less dense traffic it is ruinously wasteful and is no more use than steam for goods traffic, as the terminal and carriage charges are not eliminated, and he says that all the mineral traffic where terminal charges are involved could be cheaper done by road. Mr. Macquisten continues "I want to see the most efficient and the cheapest transport, and in a small country like ours the motor—so soon as it is Diesel-engined—is the right vehicle. The railways are as obsolete as the tramways are, which is denied by those municipalities that have sunk their capital therein, and so they too try to hamstring the motors against the public weal. In this matter we must avoid the railway expert. Indeed, in all reforms we must avoid the expert, for he comes from the top of the tree, and in his view the existing state of affairs must be pretty nearly right or he would not be at the top." It would seem that Mr. Macquisten is an advocate for road transport in spite of its alleged killing propensities. What is clear from his letter is that he has no time for the expert in matters of reform. So far as transport is concerned, in our opinion any amelioration of our present difficulties, if forthcoming, will most probably emanate from proposals put forward by experts on the subject. We value the opinions of the expert provided we know that he is not a crank. Obviously, only long and intense training in any walk of life produces the expert. A King's Counsel is an expert in interpreting the law, and if there should come about a reform of our legal system which would enable us to have a little flutter in the Courts without running the risk of being adjudged bankrupt should the result go against us, we should not think we had got full value unless we had an expert in the form of a K.C. to lead for us. Mr. Macquisten may have seen enough of experts in cases in which he has appeared at the Bar, as an expert is often put into the box by each side and, strange to relate, each declares the deductions of the other to be wrong, but, then, even experts have to earn a living! No, there are experts and experts. Our faith in a man who understands his job remains unshaken.

## What would you do?

At the Manchester Assizes three people claimed damages for injuries caused to them whilst passengers on a bus which had swerved to avoid killing a child. The Corporation, in whose employ the bus driver was, raised the point that if the driver was found guilty of negligence must he and they be penalised for swerving to avoid the death of the child. It was pointed out that it would not have cost the Corporation anything for killing the child as no damages could be claimed the child having no one dependent upon it. In the result the Corporation was ordered to pay £145 damages. Well, we know how we would answer our own question. Every decent driver would do what the defendant in this case did and—well never mind the consequences. In this case the driver definitely saw a life to be saved—need he have looked beyond? We do not think the ratepayers concerned will mind paying up.

## Thou shalt not—Sneeze.

In some countries it used to be the custom to bless those who sneeze. In this country it may cost you ten shillings. A Nottingham van driver was summoned recently for infringing that section of the Road Traffic Act which says "If any person drives a motor vehicle in a road without due care and attention . . . he shall be guilty of an offence." The defendent said he was about to pass a dray when he sneezed and this caused his van to collide with the dray. It was contended on his behalf that any driver was liable to sneeze, but the Magistrates fined him ten shillings and perhaps thought that a good sneeze was cheap at the price. We believe that a sneeze can sometimes be prevented by pressure with the fingers at the sides of the bony bridge of the nose—we will not vouch for the efficacy of this remedy—but if any driver should try it we think it would be as well if before doing so he stopped his vehicle.

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# Personal Notes.

**President-Elect of the Institute of Transport.**—As announced in our May issue, Mr. Frank Pick, Managing Director of the London Underground Railways, and the L.G.O.C. Group, has been elected President of the Institute of Transport for the 1931-32 Session and will take office on October 1st next. Mr. Pick was born in 1878, and was educated at St. Peter's School, York. Subsequently he was articled with Mr. George Crombie, a Solicitor of York, and in 1902 qualified as a solicitor with second-class honours, and in 1903 became LL.B. (London University) with first-class honours. In 1902 he entered the service of the North Eastern Railway Company under Sir George Gibb, the then General Manager, and in 1906 came to London with Sir George on the latter taking over the management of the Metropolitan District and London Electric Railways, and, upon his retirement in 1907, Mr. Pick was transferred to the staff of Mr. A. H. Stanley, now Lord Ashfield. Associated with Lord Ashfield's management ever since Mr. Pick became Traffic Development Officer in 1909, and Commercial Manager in 1912. In 1917 he was appointed by Lord Ashfield, then President of the Board of Trade, to take charge of the Household Fuel and Lighting Branch of the Coal Mines Department, under the late Sir Guy Calthrop, and here Mr. Pick was responsible for the preparation and administration of the orders governing the retail distribution of coal and its rationing for domestic use until 1919. In 1921 he was appointed Joint Assistant Managing Director of the companies comprised in the London Electric Railway and Omnibus Group, and in 1924 assumed full administrative control under Lord Ashfield. In March, 1928, Mr. Pick was appointed Managing Director. Mr. Pick, who is a foundation member of the Institute of Transport, is a member of the London and Home Counties Traffic Advisory Committee, a member of the Publicity Committee of the Empire Marketing Board, a member of Council of the London and Provincial Omnibus Owners' Association and the Commercial Motor Users' Association, and a member of the Standing Joint Committee on Mechanical Transport. He is also President of the Railway Students' Association, and served on the Royal Commission on Police Powers and Procedure appointed in 1928.

MR. FRANK PICK.

MR. ERNEST M. C. INSTONE, J.P., F.C.I.S.

**New President of the S.M.M. and T.** — Mr. Ernest M. C. Instone, J.P., F.C.I.S., who has been elected to succeed Mr. E. H. Blake as President of the Society of Motor Manufacturers and Traders, was born in 1872. He was educated at King Edward VI. Grammar School, Birmingham (Foundation Scholarship) and joined the Daimler Motor Company, Limited, in March, 1896, resigning in 1899 having then been Secretary of the Company for 2½ years. He re-joined the Daimler Company in 1902 as Commercial Manager. Mr. Instone became an associate member of the Chartered Institute of Secretaries in 1897 and a Fellow in 1905. He has been a member of the Council and Committee of Management of the Society of Motor Manufacturers and Traders since its inception, and Vice-President of the Society upon five occasions. He has been a member of the Council of the Motor Trade Association; member of the Committee of the Motor Trades' Protection Association and President of the Motor Trades Debating Society. Mr. Instone is a founder member and member of the Committee of the Royal Automobile Club since 1905 and is now a Vice-Chairman. He was a member of the Coventry City Council for nine years and has been a Justice of the Peace for Coventry since 1913 and for the County of Warwick since 1920. Mr. Instone was a Vice-President of the Bureau Permanent International des Constructeurs d'Automobiles and is a member of the Council of the Royal Warrant Holders Association and Chairman of the Circle of the Nineteenth Century Motorists, of which the Hon. Sir Arthur Stanley is President.

**Principal Assistant** to Chief Goods Manager, **G.W.R.**— Mr. C. Bassage, M.Inst.T., F.R.H.S., who has been appointed Principal Assistant to the Chief Goods Manager, Great Western Railway Company, has been in the service of the Company for some 47 years and has had an all-round experience in goods work. He occupied the post of District Superintendent and Cartage Superintendent at Hockley goods station for some years. Early in 1914 he acted as Goods Agent at Wolverhampton for a time, and later was transferred to Paddington as Assistant Goods Superintendent. Four years later he returned to Birmingham as Goods Superintendent, and in 1920 was promoted to Assistant District Goods Manager. In 1921 he went to Bristol, taking charge of the many goods depots in that city, and in 1923 became District Goods Manager there. As General Assistant to the Chief Goods Manager Mr. Bassage has taken a special interest in problems affecting the working and operating side of the Goods Department's activities. At the same time he has been largely interested in staff arrangements, including Sectional Council work.

MR. C. BASSAGE, M.INST.T., F.R.H.S.

**United Automobile** Services, Ltd. — Mr. J. F. Heaton, Chairman of Thomas Tilling, Ltd., has been appointed Chairman of United Automobile Services, Ltd., and Mr. G. Cardwell, a Director of the North-Western Road Car Co., Ltd., has been appointed Managing Director of United Automobile Services. Mr. Thomas Hornsby, of the L.N.E.R., remains on the Board.

**L.M.S. Appointment.** — Mr. J. Noel Phillipps, L.M.S. Assistant Divisional Superintendent of Operation, Crewe, has been appointed Assistant General Superintendent for Scotland. He will be succeeded at Crewe by Mr. J. H. Robinson, who has been Assistant Divisional Passenger Commercial Superintendent at Manchester.

**Imperial Shipping Committee.** — Sir William Crawford Currie, one of the members of the Imperial Shipping Committee has resigned his membership of that Committee, and the Prime Minister has appointed in his stead Mr. Alexander Shaw.

**Dock Company's Appointment.** — The Directors of the Gloucester Dock Company have appointed Mr. Arthur C. Lisle to the position of Assistant Secretary. For the past ten years Mr. Lisle has been Continental Manager and representative of a London concern having interests in

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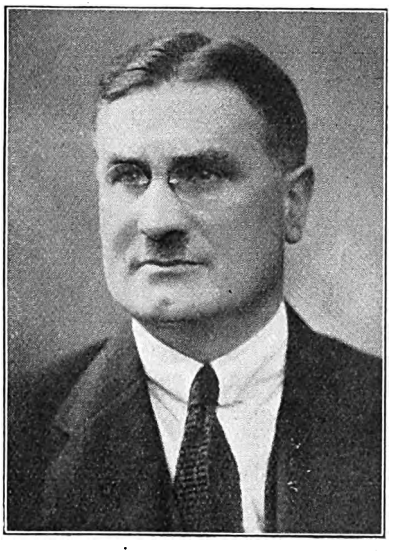
shipping, coal exporting, and other kindred activities. Mr. Lisle has travelled extensively and he has a wide knowledge of the customs and usages of the principal Continental ports.

**Assistant to Chief Goods Manager and Development Agent, G.W.R.**—Mr. F. W. Lampitt, formerly the Liverpool District Goods Manager, has been appointed to the post of Assistant to the Chief Goods Manager and Development Agent, Great Western Railway Company. Entering the Company's service in the South Wales district in 1896 Mr. Lampitt came to London two years later and gained extensive experience at various London depots. He was engaged at the Victoria and Albert Depot and at Park Royal when these stations were opened and in 1911 was made Chief Clerk to the then newly constructed South Lambeth station. This position he held for nearly ten years. In 1921 Mr. Lampitt was attached to the Chief Goods Manager's staff at Paddington, and served on various Committees entailing the visiting of all the larger goods stations on the Company's system. These Committees operated with the dual functions of introducing mechanical appliances and modern methods of book-keeping and of re-organising the clerical staff. Two years later Mr. Lampitt was appointed Goods Superintendent, Bristol, an office he held during the entire rebuilding of the Temple Meads Goods Depot. He was promoted to be District Goods Manager of Liverpool district in 1927 and did much to increase the prestige of the Great Western Railway Company on Merseyside. As a member of the Liverpool Chamber of Commerce and of the Liverpool Traffic Club he kept in touch with all the movements of business and spared no efforts to attract additional traffic to the Company.

MR. F. W. LAMPITT.



MR. E. GENNA.

**Bean Cars, Ltd. New Appointment.**—In our May issue we announced the appointment of Mr. E. Genna as Sales Manager of Bean Cars, Ltd., Tipton, Staffs., and gave a few brief details of his career. We now have pleasure in reproducing a recent portrait of Mr. Genna.

**Road Safety.** — Mr. Frederick G. Bristow, F.C.I.S., M.Inst.T., General Secretary of the Commercial Motor Users' Association, has been elected Chairman of the Public Safety Committee and Chairman of the Road Safety Committee of the National Safety First Association.

**Leigh Corporation Motor Bus Department.** — Mr. J. Atherton, General Assistant to the Manager of the Yorkshire Traction Company, Barnsley, since 1914, and previously for five years on the staff of the Wigan Corporation, has been appointed General Manager of the Leigh Corporation Motor Bus Department.

**A.J.S. Commercial Vehicles.**—Mr. D. W. King has taken over the position of Sales Manager of the Commercial Vehicle Section of A. J. Stevens & Co. (1914), Ltd., Walsall Street, Wolverhampton, makers of the well-known A.J.S. passenger and commercial vehicles. Previously, Mr. King was Assistant to the Sales Manager, and also held a position in a similar capacity in the Commercial Vehicle Department of the Star Motor Co., Wolverhampton, for a number of years. He is well-known in the trade.

## The Municipal Tramways and Transport Association.

### Annual Conference at Southampton, June 24th to June 26th.

THE annual Conference of the Municipal Tramways and Transport Association will be held at Southampton from June 24th to 26th, but at the time of going to press the programme had not been finally passed.

The Dinner of the Association will be held at the South Western Hotel, Southampton, on Wednesday, June 24th, and for Thursday, June 25th, the Mayor and Corporation of Southampton are issuing invitations to luncheon on board the R.M.S. "Aquitania" (by kind permission of the Cunard Steamship Company, Limited) as well as invitations to attend one of the Southampton theatres in the evening of that day.

Mr. J. Beckett, F.S.A.A., is the General Secretary of the Association and the offices are at 3 and 4, Clements Inn, Strand, London, W.C.2.

## Institute of Transport.

### Nomination for Election to Council, 1931-32.

THE following fifteen members of the Institute of Transport have been nominated by the Council to fill the vacancies as Ordinary Members of Council resulting from the retirement of eleven present members of Council on September 30th, next.

MEMBERS.

*Representing railway transport* (nine nominations for seven vacancies).

| | |
|---|---|
| Argile, Thomas Evans | Assistant Chief Goods Manager, London, Midland & Scottish Railway. |
| Baxandall, Frederick Ernest | District Goods Manager (Leicester & Nottingham), London, Midland & Scottish Railway. |
| Coventry, Fulwar Cecil Ashton, O.B.E. | Superintendent of Road Transport, Great Western Railway. |
| * Davies, Ashton, O.B.E. | General Superintendent (Passenger Commercial), London, Midland & Scottish Railway. |
| Richards, Henry Walter Huntingford | Electrical Engineer, London & North Eastern Railway. |
| Robertson, Vernon Alec Murray, M.C. | Civil Engineer, London Underground Railways. |
| Thurston, George Francis | Divisional General Manager (Southern Area), London & North Eastern Railway. |
| Warriner, Fred, M.B.E. | District Superintendent (King's Cross), London & North Eastern Railway. |
| Wheeler, George Herbert, M.B.E. | Commercial Assistant to Traffic Manager, Southern Railway. |

*Representing road transport* (four nominations for three vacancies).

| | |
|---|---|
| Chivers, Alfred William Alexander | Chief Inspecting Officer, British Electrical Federation, Ltd. |
| Morley, Richard Ernest | Traffic Manager, Bryant & May, Ltd. |
| Pilcher, Robert Stuart | General Manager, Manchester Corporation Transport Department. |
| Robinson, William Percival | County Surveyor, Surrey. |

ASSOCIATE MEMBERS.

*Representing road transport* (two nominations for one vacancy).

| | |
|---|---|
| Jones, Ellis Leslie | Secretary, Carter, Patterson & Co., Ltd. |
| Lane, Frank | Inspector of Postal Traffic, General Post Office. |

* *Former Member of Council.*

Not later than June 21st, 1931, any ten Corporate Members may nominate any other qualified person or persons to fill any or all of the aforementioned vacancies by delivering a nomination in writing to the Secretary and, in the case of each person so nominated, a statement setting forth which branch of transport, transit, locomotion or traffic, or works connected therewith, such person represents, and also his consent in writing to serve as an Ordinary Member of Council, if elected. Forms of nomination may be obtained from the Secretary of the Institute, at 15, Savoy Street, London, W.C.2.

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# Public Service Vehicles (Equipment and Use) Provisional Regulations.

On June 3rd the Minister of Transport made the Public Service Vehicles (Equipment and Use) Provisional Regulations, 1931, to come into force forthwith as Provisional Regulations and continue in force until Statutory Rules shall have been made.

**Regulations governing the equipment of Public Service Vehicles.**

As from 1st August, 1931, in or upon every Public Service Vehicle there shall be carried in such a position as to be readily available for use suitable and efficient apparatus for extinguishing fire, and such apparatus shall comply with the requirements of the Fire Offices Committee and shall be of one or more of the undermentioned types, namely:—Foam Producing fire extinguisher; Soda acid chemical fire extinguisher; Carbon tetra chloride fire extinguisher.

As from 1st August, 1931, in or upon every public service vehicle which is for the time being used as an express carriage or as a contract carriage there shall be carried:—(a) a suitable receptacle containing the first aid dressings and appliances specified below, which shall at all times be maintained in good condition, and; (b) apparatus capable of raising any wheel fitted to the vehicle not less than 6 inches clear of the ground.

**Regulations governing the use of Public Service Vehicles.**

Every entrance, exit and gangway shall be kept clear of obstruction while passengers are being carried. Provided that for the purposes of this regulation standing passengers shall not be deemed to form an obstruction.

No person shall be carried on the right hand side of the driver nor shall any article be so carried in such a position as to be liable to obstruct the driver.

The body both externally and internally and all windows and fittings and all seats for passengers shall be maintained in clean and good condition.

The lamp or lamps provided in compliance with the requirements of the Public Service Vehicles (Conditions of Fitness) Provisional Regulations, 1931, for the internal illumination of a public service vehicle and on the upper deck of a double-decked vehicle not fitted with a permanent top to the upper deck shall be kept lighted at all times during the hours of darkness when passengers are being carried.

The steering arms shall be kept clean and free from rust.

The exhaust pipe and all apparatus connected therewith shall be maintained in such condition as to prevent so far as practicable any fumes from entering the vehicle.

The petrol tank shall not be filled, nor shall any filler cap thereof be removed while the engine is running.

Except for the fuel and lubricant necessary for the use of the vehicle, no explosive, highly inflammable or otherwise dangerous substance shall be carried on a public service vehicle unless it is so packed that, even in the case of an accident to the vehicle, it is unlikely to cause damage or injury to the vehicle or passengers carried therein.

No trailer shall be drawn by a public service vehicle. Provided that this Regulation shall not apply to the drawing of one empty public service vehicle by another in case of emergency.

The seating capacity of a public service vehicle shall be calculated in accordance with the provisions of Regulation 3 of the Hackney Motor Vehicles (Seating Capacity) Regulations, 1927, and the number of passengers carried on the vehicle shall not exceed the seating capacity so ascertained. Provided that in the case of a stage carriage carrying a conductor, where additional passengers not exceeding 25 per cent. of the number for which the deck has seating capacity and not exceeding five in number are carried in a single decked vehicle or on the lower deck of a double decked vehicle, a person shall not be convicted of an offence under this Regulation if he satisfies the Court that the additional passengers were taken up during hours of peak traffic or in circumstances in which undue hardship would have been caused to such passengers if they had not been carried on the vehicle. Nothing in this regulation shall prejudice the power of any Traffic Commissioners to attach to any road service licence a condition prohibiting the conveyance of additional passengers.

As from 1st August, 1931, where a public service vehicle is being used as a stage carriage a conductor shall be carried thereon if the seating capacity thereof exceeds 20 passengers: Provided that in the case of a single decked vehicle where no adult fare is less than 6d. no conductor need be carried if the seating capacity of the vehicle does not exceed 26. Nothing in this Regulation shall prejudice the power of any Traffic Commissioners to attach to any road service licence a condition requiring a conductor to be carried on any stage or express carriage.

If any person uses or permits to be used a public service vehicle in contravention of or fails to comply with any of these Regulations he shall for each offence be liable on summary conviction to a fine not exceeding twenty pounds.

The provisions of these Regulations are in addition to and not in derogation of the provisions of the Motor Vehicles (Construction and Use) Regulations, 1931.

**First-Aid Dressings and Appliances.**

One 2 oz. bottle Sal Volatile (with amount of dose printed on label); One 2 oz. bottle aqueous solution of Iodine; One Foulis tourniquet; One telescopic splint; One large wound sterilised dressing (gauze and wool): Three small wound sterilised dressings (gauze and wool); Three roller bandages (3 in. by 6 yds.); One flannel bandage; One roll of surgical Strapping; One pair of Spencer Wells pressure forceps; One pair of rustless scissors; Two eye pads; One box of large strong safety pins.

# Nationalization of Transport?

The Prime Minister received recently a deputation from the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen, and the Railway Clerks' Association. He was accompanied by the Lord Privy Seal, the Minister of Labour, and the Minister of Transport.

Mr. A. G. Walkden, M.P., Mr. C. T. Cramp, and Mr. J. Bromley, M.P., submitted and explained to the Prime Minister the following addendum to the recent findings of the National Railway Wages Board subscribed to by the representatives of the Railway Unions, the Co-operative Movement, and the Trade Union Congress on the Board:—

"While concurring in the findings which provide a measure of assistance for the purpose of enabling the companies to encounter the immediate difficulties, we desire at the same time to state that in our opinion this inquiry has clearly revealed the necessity for other action in order that the industry may be in a position to provide the transport facilities desired by industry, commerce, and the travelling public. In our view the continuation of four separate groups of railways is unsatisfactory. Modern requirements make further co-ordination imperative, and the present inquiry has re-enforced our opinion that only along the lines of comprehensive national organization of all forms of transport under public ownership and control can the problems of the transport industry be overcome."

The Ministers undertook that the views which had been submitted to them should be given consideration.

# Obituary.

## A. Whalesby Windsor.

We much regret to report the death on June 4th of Mr. A. Whalesby Windsor, M.B.E., A.M.I.Mech.E., M.I.A.E., M.Inst.T., the General Sales Director of Leyland Motors, Ltd., at the age of 50 years. Mr. Windsor was held in the highest esteem by all who knew him and his popularity with the employees in the Leyland factory was particularly evidenced by the fact that when it became known that a blood transfusion was to be tried with the hope that it might aid to his recovery, between 40 and 50 of the employees volunteered. Previous to the War Mr. Windsor was Assistant Technical Editor of our contemporary, the *Commercial Motor*. In 1916 he received an appointment at the Ministry of Munitions. After the War he took up a position with Leyland Motors in which service his ability brought him rapid promotion.

THE LATE MR. A. WHALESBY WINDSOR.

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# Furniture Warehousemen and Removers' Association.

## Annual Conference.

THE Annual General Meeting of the Furniture Warehousemen and Removers' Association was held in the Banqueting Room, Guildhall, Portsmouth, on May 21st last.

**THE PRESIDENT, MR. A. C. OSBORN** (Curtiss & Sons, Ltd., Portsmouth), presided, and extended a hearty welcome to all.

The members were honoured by being accorded a civic welcome by the **LORD MAYOR OF PORTSMOUTH** (Councillor Walter Gleave), who expressed the hope that the Conference would prove of great value to the industry.

Mr. A. C. Osborn thanked the Lord Mayor for his kind welcome and for allowing the Association to hold the Conference in the historic banqueting room in the Portsmouth Guildhall.

The President moved the adoption of the Annual Report and Accounts for the year ended March 31st last. This motion was seconded and carried unanimously.

ELECTION OF PRESIDENT, 1931-32.

The President said it was with very great regret that he had to announce that Mr. A. E. Knill (Pickfords, Ltd., London), their Senior Vice-President, had not found it possible to submit himself for election as President of the Association for the ensuing year.

Mr. Osborn said he had the greatest possible pleasure in proposing that **MR. F. W. H. WINWOOD** (Frederick Winwood, Ltd., Worcester), their Junior Vice-President, be elected to the Presidential Chair. He was sure members would agree that they could not elect a gentleman to that high position who possessed a more able intellect than did Mr. Winwood. (Loud applause.)

MR. F. W. H. WINWOOD (FREDERICK WINWOOD, LTD.), PRESIDENT.

Mr. W. L. Barber (J. Greaves & Son, Birmingham) cc[illegible]d the proposition which was carried with la[illegible]atic

[illegible]R F. [illegible]H. WINWOOD, who was received with enthusiasm, expressed surprise at suddenly finding himself in so distinguished a position and said he hoped the members would give him until the banquet that evening to collect his thoughts; then, perhaps, he might be able to say how very grateful he was for the honour conferred upon him. He could say at once, however, that he would start upon his duties with the fixed intention and determination to do everything possible to benefit the members and help forward the work of the Association. (Applause.)

MR. F. C. SKINNER (ARDING & HOBBS, LTD.), SENIOR VICE-PRESIDENT.

ELECTIONS OF VICE-PRESIDENTS.

Mr. A. C. Osborn proposed the election of **MR. F. C. SKINNER** (Arding & Hobbs, Ltd., London) as Senior Vice-President for the ensuing year.

This resolution was seconded and carried unanimously.

**MR. F. C. SKINNER**, acknowledging his election, remarked that Shakespeare had said: "Some achieve greatness and some have greatness thrust upon them"; and he seemed to come into the latter category. (Laughter.) He had tried in a humble way to do his best in the interests of the Association, and he sincerely hoped that at the end of his year of office the choice of the members would be found to have justified itself; in any case he could assure them all that he would do his best.

Two gentlemen were nominated for election as Junior Vice-President. A poll was taken, and in the result **MR. A. G. COOMBE** (The Pantechnicon, London) was declared elected.

**MR. A. G. COOMBE**, acknowledging his election, said that in his earliest days in the removal industry he thought that the greatest honour one could attain was to become an officer of the Furniture Warehousemen and Removers' Association, and to-day he thought the same. (Applause.) He sincerely thanked the members for the honour they had conferred upon him, and he realised that his illustrious predecessors had set him high ideals to follow. He could only say he would do his best.

**MR. A. E. KNILL** was unanimously elected a member of the Executive Committee.

Mr. W. L. Barber proposed the re-election of **MR. G. H. GOOD** (J. J. Allen, Ltd., Bournemouth) as Chairman of Standing Sub-Committee. He said he thought he could say without fear of contradiction that the position filled by Mr. Good was one of the most arduous in the Association. He knew the work the Chairman of that Committee had to do and they could not have a better man than Mr. Good for the position.

Mr. A. G. Coombe seconded the proposition, and said he had the pleasure of sitting on the Committee under Mr. Good, and the work carried out by their Chairman was really tremendous.

The resolution was carried unanimously.

**MR. G. H. GOOD**, acknowledging his re-election said he rather wished he had been a man with a pale complexion so that he could blush at all the nice things that had been said about him. It was an honour to hold the position of Chairman of Standing Sub-Committee but it certainly did involve giving up a lot of time to the work; happily, however, the business of his firm enabled him to be in London each week. He could assure the members he would continue to do his best. (Applause.)

MR. A. G. COOMBE (THE PANTECHNICON), JUNIOR VICE-PRESIDENT.

**MR. F. C. SKINNER** was re-elected Vice-Chairman of Standing Sub-Committee.

Mr. G. H. Good proposed the re-election of **MR. VICTOR BROWN, J.P., C.C.** (Victor Brown, Blackburn & Co., London) as Hon. Treasurer for the ensuing year. He said he was sure members would agree that they could not have a better man for that position. Mr. Victor

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Brown always held tightly the strings of the Association purse. Mr. R. J. Armstrong seconded the proposition, and Mr. A. C. Osborn, supporting it, said that the Association was exceedingly fortunate in having such an Hon. Treasurer as Mr. Victor Brown. During the last twelve months he had come into very close contact with their Hon. Treasurer, and it had been an eye-opener to him to see the enormous amount of work Mr. Victor Brown put in on behalf of the members, and the incoming President was very fortunate in having Mr. Victor Brown as the Treasurer during his year of office. (Applause.)

**MR. VICTOR BROWN,** who was received with applause, thanked the members for re-electing him to his old position. As long as the members wanted him to occupy the position he had held for thirty odd years, and he continued to feel able to do so, it would give him much pleasure to carry on, as he looked upon himself, he hoped not with conceit, as one of the founders of the Association for which he had a great love. (Applause.)

RETIRING PRESIDENT THANKED FOR HIS SERVICES.

Mr. F. W. H. Winwood moved a hearty vote of thanks to Mr. A. C. Osborn, the retiring President, for the excellent services he had rendered to the Association during the past year. He said that it had been proved abundantly that members did themselves a good turn when they elected Mr. Osborn to the Presidential Chair. (Applause.)

**MR. H. MAYES** (White & Co., Ltd., Southampton) seconded the proposition. He said that Mr. Osborn's firm were somewhat competitors of his, but he could say with all sincerity that if all firms could work together as did Curtiss & Sons, Ltd., and White & Co., Ltd., there would not be so many complaints brought to the notice of the Association. (Applause.)

Mr. F. C. Skinner also supported the proposition and said Mr. Osborn had served the Association to the very utmost of his capacity, not only in London but over a great part of the Kingdom.

**MR. A. C. OSBORN,** who was received with acclamation, said it was very nice to feel that one's efforts were appreciated. He had certainly tried to do his best for the Association during his year of office, and it had been a time that had given him intense delight. He had been enabled to come into contact with many more members of the Association than it had been his privilege to meet before; everywhere he had met with unfailing courtesy. Members were well served by gentlemen such as Mr. G. H. Good and Mr. H. Mayes, and really they were the men who did the work. In Mr. Harris, the Association had a Secretary of undoubted worth, who always greeted one with a smile and no matter at what time he was approached he always gave his full attention to the matter in hand. In conclusion Mr. Osborn thanked all the members of the Association for the splendid time they had given him during his year of office. It had been a red letter year in his life and to hold the Presidency had been the greatest honour that had come to him during his business career. (Applause.)

MR. S. E. JONES,
CHAIRMAN, SOUTHAMPTON AND DISTRICT CENTRE.

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At the conclusion of the ordinary business an Extraordinary General Meeting was held.

The newly-elected President of the Association, **MR. F. W. H. WINWOOD,** was heartily cheered on taking the Chair.

RAILWAY AND REMOVAL TRAFFIC.

**MR. R. J. ELTON,** Vice-Chairman of the Railways and Removal Traffic Committee, addressed the meeting and dealt fully with the negotiations which had taken place from the time when the Association was approached by the railways.

A discussion followed in which several members participated, and Mr. Elton replied to several points which had been raised.

**MR. G. H. PRICE,** Chairman of the Railways and Removal Traffic Committee, said that Mr. Elton had addressed the meeting at his request, because he had spoken to them before on the subject. It was hoped that the present difficulties would soon disappear.

DRIVERS HOURS.

**MR. G. H. GOOD,** the Chairman of the Association's Special Sub-Committee, reviewed the negotiations conducted by the Association in conjunction with other transport organisations in regard to getting some modification of Section 19 of the Road Traffic Act.

He detailed the Order made by the Minister of Transport which is now in force specifying the hours during which drivers of certain mechanically propelled vehicles may be employed in driving and said that to make road transport pay it was essential that the machines employed should be able to be on the road or loading and unloading as long as possible each day. It was also essential that their costs should not be increased. The point then was how best to use and employ the drivers to obtain these two essentials.

A great deal of most days was taken up in work of packing and loading or unloading and unpacking when the driver was not absolutely required. If the lorry was in a private drive or roadway it was easy; the man could go off duty and return when required for driving, but frequently the lorry stood in a public road and the driver must be in attendance if not actually working; the point then arose as to how he was to be in attendance and not on duty. At the home end another driver could take the lorry to the house and remain until loaded and the proper driver then come on duty and go on the journey and drive for eleven hours with intervals for rest and refreshment. After driving for this time, however, he would have to go off duty for ten hours and if the lorry was then in a public road a difficulty would at once arise as the lorry could not be left unattended. It seemed to him, therefore, that to overcome the difficulty the mate on the car would have to be initiated into the art of driving to enable him to move the car if required by the police.

Taken generally he thought the section could be worked without too great hardship to firms running reasonable hours. If the section was enforced, and from what he learned it would be, it should do something to stop some of the terrifically low prices sometimes quoted and help the industry to a greater stability of costing; it would, however, mean much greater care in working out daily time tables.

His great regret was their inability to get any better terms from the joint application made after great efforts had been expended in getting agreement between all the interests concerned and a great amount of time given freely by so many very busy men in the road transport world.

**MR. A. E. KNILL** reported to the meeting on the subject of the Joint Industrial Council Wages Agreement.

**MR. BISHOP** reported that the Executive Committee had approved the regulations for the conferment of degrees on members and for the appointment of an Honours Committee. A Certificate of Membership had also been drawn up and had been adopted by the Executive. A member would have to comply with certain conditions before a Certificate would be granted to him. The steps taken in regard to both these questions would encourage the younger men in the industry to go ahead and qualify for the distinctions which it was now within the power of the Association to bestow.

**MR. F. C. SKINNER** (Chairman of the Costing Committee) submitted a report of the work of the Committee since the last General Meeting. The report was adopted.

**MR. E. A. HARRIS,** the Secretary of the Association, reported as to the steps recently taken with a view to increasing the membership of the Association. He said that the Executive Committee would welcome any suggestions any member could make on the subject. It was believed that nearly all established removers were members, but there were a number of firms outside the Association who, if they became members, would prove a source of strength to the Association, and would themselves benefit

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by being members of an organisation which worked for the betterment of the industry.

It was resolved that the Annual General Meeting, to take place in 1932, should be held at Southport.

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## Benevolent Fund.

The Fifth Annual General Meeting of the members of the Benevolent Fund followed the Extraordinary General Meeting.

The Annual Report and Accounts for the year ending March 31st last were adopted.

Mr. Victor Brown, J.P., C.C., Mr. A. C. Osborn, and Mr. J. R. Harris were re-elected Trustees.

Mr. A. C. Osborn said the Trustees hoped that if there were any cases in the industry deserving assistance that they would hear of them.

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## The Banquet.

The Banquet which followed the Annual General Meeting was attended by the Lord Mayor of Portsmouth (Councillor Walter Gleave) and by many other distinguished guests.

**MR. F. W. H. WINWOOD,** the newly-elected President, was in the Chair and submitted the toast of "The King," which was received in the usual loyal manner.

**DR. A. BOSWORTH WRIGHT, M.R.C.S., L.R.C.P., J.P.,** submitted the toast of the Association. He said he wondered why he had been invited to do so—it was certainly not because he was a furniture remover although as a Surgeon it was his business to remove most things. (Laughter.)

He was fortunate in sitting next to Mr. F. C. Skinner, their Senior Vice-President, who had told him a good deal about their Association, and he began to appreciate many of their difficulties. He knew that the railways had entered into competition with them, but he had always been taught that in business the great thing was to please one's customer and if he were himself removing his furniture he would like to see it packed carefully into a van at his own door and taken by the firm he employed to pack it straight to its destination rather than to consign it by rail and, perhaps, have it deposited, say, at Nine Elms to remain there for an unknown time before arriving eventually at its destination.

He knew all about the restrictions imposed on them by the Road Traffic Act with its limitation of drivers hours. The present were really difficult times for furniture removers just as they were for medical men as people were not having things removed as often as they used to. (Laughter.)

It had been a great pleasure to him to meet Mr. Victor Brown, their Hon. Treasurer, and one of the founders of the Association and who had perhaps done more for it than anyone present that night, and it must give him great satisfaction to realise that the Association was still growing and was proving such a great success. The F.W. & R.A. was established in the year 1900 on a firm foundation, and Service to the community was their chief aim and coupled with that was the desire to satisfy their own employees. He believed that in the old days a man used his van for greengrocery in the morning and moved furniture in it in the afternoon, but now the young men coming into the industry were examined as to their knowledge of the intricacies of the industry.

ON THE STEPS OF THE PORTSMOUTH GUILDHALL.
THE LORD MAYOR OF PORTSMOUTH WITH MEMBERS OF THE FURNITURE WAREHOUSEMEN AND REMOVERS' ASSOCIATION.

### REPLY BY THE PRESIDENT.

**MR. F. W. H. WINWOOD,** the President, who was received with great enthusiasm, thanked Doctor Bosworth Wright for coming that evening to wish success to the Furniture Warehousemen and Removers' Association.

That evening Doctor Bosworth Wright saw members of the Furniture Warehousemen and Removers' Association at a time when they had set aside the heavy responsibilities inseparable from their calling and were showing themselves as a confederation of serious-minded business men who realised the value of co-operation and unity within their ranks and who recognised the necessity for combined action in dealing with their common problems.

The reception given him that day increased his obligation to all who had assisted in placing him in the coveted and distinguished position of President of the Furniture Warehousemen and Removers' Association. To be placed

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in the Presidential Chair of one's own Trade Association and by one's business competitors was an event impossible to surpass, and that day he had achieved one of his life's ambitions and in future they would behold in him a miserable man, in that he had no more worlds to conquer. (Laughter.)

At the first meeting of the Association in May, 1900, there was present amongst others his father, Frederick Winwood of Worcester. He himself was but seven years old at that time. He well remembered that his father had deep admiration for Mr. Victor Brown and when faced with any problem in connection with the operation of his fleet of three pair-horse vans that problem was put on one side until Mr. Victor Brown came to Worcester and could be consulted. Mr. Victor Brown, as all the members knew, had been the guide, philosopher and friend of many a struggling firm in the industry. (Applause.)

He remembered attending in 1913 his first meeting of the Association, and being unused to meetings at that time he recalled that he sat down with his hat on owing to his extreme nervousness. (Laughter.) He did not remember the particular subject that was being discussed but for obvious reasons he held aloof from the debate fervently hoping that he would be regarded as a strong and silent man. (Laughter.) Suddenly a gentleman, probably it was Mr. G. H. Price, whose interest in him and friendliness he would never forget, turned and asked what he thought about the matter, and it was then that he made his first and possibly his last really helpful contribution to the affairs of the Association, for he summed up the situation in three words—"It all depends." (Loud laughter.) He was sure not one of his then spell-bound listeners ever thought that that blushing and stuttering speaker would in the year 1931 become the blushing and stuttering President of the Furniture Warehousemen and Removers' Association. (Laughter.)

### THE POSITION TO-DAY.

The present membership of the Association included all the leading firms in the furniture warehousing and removal industry and although the Association could not guarantee prosperity they did contend that they got their members good value for money, and they had available the advice of the leading men in the industry free of charge.

It seemed to him that too often had it been said that it was not what members got out of the Association that counted but what they put into it. He could not subscribe to that and during the next twelve months he would try to show furniture removers, both inside and outside the Association, just how much they could get out of the F.W. & R.A. for the trifling amount of the annual subscription.

It was true that to-day, in common with other professions and industries, they found themselves face to face with complex and difficult problems, yet it was amazing, in the case of their own industry, how disturbing elements failed to fulfil their early threat of ruinous destructiveness, and that protection and relief was unquestionably due either directly or indirectly to the work of their Association.

The Road Traffic Act had disturbed their peace of mind, and although motor taxation in this country was five times greater than in the United States, the Chancellor of the Exchequer proposed to extract another £8,000,000 from motors and possibly £250,000 of that sum would come from the industry in which those present that night found themselves unhappily engaged. (Laughter.)

### THE RAILWAYS.

The railway companies were trying to force back on to the rails traffic which they themselves and the process of evolution had sent on to the roads. The railways contended that the container was the last word in removal equipment and modernity, but the container was in use by removal contractors at least twenty-five years ago and its possibilities had already been fully exploited.

For some time the attitude of furniture removers towards the railways appeared to have been one of unsettled perflexity, and if he might be permitted to express what must be regarded as entirely his own personal opinion, he would say that it would be an error of judgment for furniture removers to return once more to railway transport as a definite policy. For ordinary merchandise the railways had much to recommend them, but a woman's home was something much more intimate, and to forsake the endless possibilities of the road would be a step in the wrong direction; it would not be progress but retrogression and modern industry had no room for backward movements. Furniture removers were not unfriendly or antagonistic towards the railways, because members were using containers in all parts of the country and loaded them for the railway companies, but it must be recognised that the public was entitled to the speed and efficiency which only road transport could give.

Certain old-established customs and methods, processes and traditions were going into the melting pot—"The Moving Finger writes; and, having writ, Moves on."

### RATIONALISATION.

His friend, Mr. A. C. Osborn, who had just completed a memorable year as President of the Association, in his Presidential Address twelve months ago, referred to rationalisation. He (Mr. Winwood) wondered if the term was fully understood by some in the industry. Rationalisation had come to mean the overhauling of old systems and methods and the continual introduction of new machinery. That meaning could be applied to the furniture removers vans, depositories and personnel. Unquestionably their Association had done much to raise the standards of practice, but there did seem to him to be boundless opportunities for the modernisation of their equipment. If he were asked to point the way towards prosperity in their industry he would answer in one word, "Rationalisation."

### PROSPERITY NOT A MIRAGE.

For the removal trade prosperity was not a mirage, it was something more tangible. It was no good expecting to cross a desert on a camel with the speed of aircraft. Various suggestions had been made for reducing their costs, but most of them were remote from practical politics. In his opinion they could not reduce costs and be prosperous unless they had modern equipment. Even to-day well equipped and well organised businesses were going ahead and were paying big dividends despite what was regarded to be a state of world depression. Those up-to-date firms saw opportunities in their difficulties and not difficulties in their opportunities. Such firms were getting ahead and, not fearing competition which might be threatened, would continue to prosper whilst their less enterprising competitors would pay the penalty of inefficiency and go to the wall.

### GROUPING OR AMALGAMATION.

It seemed to him that perhaps some scheme of scientific grouping or amalgamation might be desirable and so save many wasteful processes. Here there seemed to be an opportunity for the master minds in their profession. The old idea that business consisted of one man trying to get the better of another was no longer regarded as sound economics.

### REMOVING IS AN EXPERT'S JOB.

They had as their slogan the excellent phrase "Removing is an expert's job." To the public that motto conveyed, quite rightly, an impression of efficient transport, but to some in the industry the meaning seemed to be somewhat more obscure. The qualifications of the expert were not confined to the elementary process of transferring a van load of furniture from one point to another, but in the management and direction of each individual transaction in such a way that only the expert operator could survive. Removing had developed from a mechanical operation into an economic science.

### ESTIMATORS' CERTIFICATES EXAMINATION.

He was gratified to observe that more young men engaged in the industry were coming forward to sit for the Estimators' Certificates Examination. Those with lifelong experience of the industry held the view that furniture removing was essentially a young man's job—a job for the young man with an imagination which would make him steadfastly refuse to get into a rut, and the fact that there were so many young men now coming forward for the Examination was evidence that there were men amongst the younger generation possessing that enterprise.

A Prime Minister was a lonely man in that he had no one with whom he could share his ultimate responsibility. For some reason, as yet unexplained, he had that day been elected Prime Minister of the Furniture Warehousemen and Removers' Association, but when he looked round at the members of his Cabinet he saw a dozen or so Ministers who would share the responsibility which was likely to fall upon his shoulders—men who were anxious to do battle for the industry and who unselfishly gave up their time for the common good; men who lived up to the ideal of service before self. With such stout hearts with him he hoped that during his year of office the Association would move forward to even greater influence. (Loud applause.)

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**MR. A. C. OSBORN,** the retiring President, said it was his happy task to submit the toast of "The Lord Mayor and Corporation of Portsmouth." He had great pleasure in doing so because he had seen the growth and development of Portsmouth during half a century of business association with the City. They were fortunate in having at Portsmouth a cautious body of municipal rulers and the vast area which the city covered was admirably served. Portsmouth became a Borough in the reign of Henry I. and a City in 1926. At Portsmouth they had Nelson's "Victory" and a wonderful Guildhall at which they had been privileged to hold their meetings, and the members were deeply indebted to the Lord Mayor for his kind permission for them to use the handsome Banqueting Hall at the Guildhall and for permitting them to view the Corporation Plate.

**THE LORD MAYOR OF PORTSMOUTH** (Councillor Walter Gleave) responded and congratulated Mr. F. W. H. Winwood upon his election as President of the F.W. & R.A. He said their President would prove to be the right man in the right place. (Applause.)

"THE PRESIDENT."

**MR. A. G. COOMBE,** Junior Vice-President, proposed the toast of "The President." He said he believed he had known Mr. Winwood as long, if not longer than most members of the Association.

Longer ago now than he cared to remember Mr. Winwood and he first set their feet in the way, and a not too easy way, of the removal contractor, and had tried to pick up the rudiments of the game under the tuition of one of their Past-Presidents. They also learned to know each other and he could assure his hearers that so far as he was concerned the passage of years had but tended to increase his regard for his friend and competitor Mr. Winwood. (Loud applause.)

Mr. Winwood's cheery personality and optimistic counsel were always welcome and helpful to the industry and he could assure them that their President's optimism was far removed from the kind that did not care what happens to the other fellow so long as it does not happen to oneself. Rather he was the type of man who did everything possible to bring the job to which he put his hand to a successful conclusion. Mr. Winwood would not merely hope for the best but would seek and work and make real efforts to ensure that those things their industry hoped for would come to pass.

As a trade they had some difficult problems confronting them, and so far as it was possible for a President of an association to be the instrument for securing the success of an industry, they had, for the ensuing year, selected the right leader. (Applause.)

To be merely a figurehead would not content their President, and if members desired to show their true and real appreciation of the worth of Mr. Winwood, he was sure there was nothing that would please their President more than that they should take their part wholeheartedly, sincerely and willingly in the work of the Association. (Applause.)

**MR. F. W. H. WINWOOD,** responding, called to mind the man who rose to speak and started off by saying "I don't know what I can talk about"—back came the answer from the audience "Talk about a minute, Gov'ner." (Loud laughter.)

He felt it to be an undoubted fact that his record as President, and he would do his very best, would not possibly compare with the records left behind by the many distinguished gentleman who had preceded him in that Chair.

The friendliness shown him that day was something he would cherish all his life. He thanked Mr. Coombe for his splendid flights of fancy and he could only pray that during his year of office some miracle would happen which would justify so vivid a description of his imaginary virtues. (Laughter.)

**MR. F. C. SKINNER** (Senior Vice-President) said that to him had been entrusted one of the most important toasts of the evening, namely, that of "Our Guests," and firstly he extended a most cordial welcome to the ladies.

That day they had been honoured with the presence of the Lord Mayor of the historic City of Portsmouth, a City of noble and stirring naval events many of which came back to their minds through the mists of antiquity. The City was granted its Charter in 1194 but old Portsmouth came into being in 491 B.C. Dry docks were built at Portsmouth in 1495—prohibition was evidently known in those far distant days. (Laughter.)

Members of the F.W. & R.A. would long cherish the memory of the generous welcome extended to them by the Lord Mayor that morning and he felt sure members would carry away with them memories which should prove a good advertising media for Portsmouth. (Laughter.)

Continuing, Mr. Skinner said that Mr. A. C. Osborn, the retiring President, had left a great progressive mark in the annals of the Association both with regard to the ordinary work of the Association and also with regard to the Association's Benevolent Fund, the inauguration of which was so much due to Mr. Osborne's efforts. (Loud applause.) In this connection Mr. Skinner said that amongst their friends they numbered Mr. H. E. Binstead, the Chairman of the After-Care Committee of the Furnishing Trades' Benevolent Association which Association had so kindly ruled that orphans of deceased members of the F.W. & R.A. could be considered for free admission to Radlett House, the beautiful Orphanage of the F.T.B.A. at Highgate. He could assure Mr. Binstead that the F.W. & R.A. fully appreciated the great value of that privilege and the F.T.B.A. was the link connecting up with their own Benevolent Fund.

**MR. CHARLES A. DAVIS** responded, and thanked the Association, on behalf of the guests, for the warmth of their reception and generous hospitality.

**MR. VICTOR BROWN, J.P., C.C.,** the Hon. Treasurer of the Association, who also responded, said that for him to be regarded as a guest of the Furniture Warehousemen and Removers' Association after thirty-one years association with it, reminded him of the man on the dole who refused employment and when asked the reason he said he could not engage in unnatural employment; when questioned as to what the employment was he said it was to put corks in bottles. (Loud laughter.)

The Winwood family were some of the oldest friends he had in the removal trade. Their President's grandfather, who was Mayor of Worcester at one time and also a County Magistrate, was a friend of his, and their President's own father was a very great friend of his and he would never forget the high compliment paid him, many years ago now, when their President's father was on his deathbed, he told his wife that if she ever wanted to know anything regarding the business she was to write to Mr. Victor Brown. He was therefore very pleased to be present that day to see the Son of that Father occupying the highest position in the removal trade. (Applause.)

* * * *

## The Southampton Centre entertains the Members.

On Friday, May 22nd, the members were the guests of the Southampton Centre, and a most enjoyable programme had been arranged by Mr. S. E. Jones (Geo. Rogers, Boscombe), the Chairman, and Mr. F. W. Cossins (White & Co., Ltd., Southsea), the indefatigable Hon. Secretary of the Centre.

The party proceeded by steamer from Southsea to Southampton and inspected the Canadian Pacific luxury liner, "Empress of Britain", 42,500 tons.

Lunch was served at the South-Western Hotel, **MR. S. E. JONES** presiding.

**MR. G. H. GOOD,** on behalf of the Southampton Centre, welcomed the guests. He said that those present had honoured the retiring President, Mr. A. C. Osborn, by coming to Portsmouth and Southampton, and he thought he might be permitted to say that the gathering was a fitting finale to Mr. Osborn's most successful year of office. (Applause.)

**MR. F. C. SKINNER,** Senior Vice-President, responded, and said he was sure that all had spent a most enjoyable time.

**MR. F. W. H. WINWOOD,** the President of the Association, proposed the toast "The Southampton Centre," and heartily thanked the Centre for the excellence of their arrangements and generous hospitality. The Conference, he said, had been a huge success.

**MR. S. E. JONES,** the Chairman, who was received with applause, responded. He said it was very kind of the President to thank the Southampton Centre for what they had been able to do, but it had given his colleagues and himself much pleasure to entertain the members. The bulk of the work had fallen upon Mr. Cossins, their Hon. Secretary, and upon Mr. Osborn. He hoped that some time in the future the Annual Meeting of the Association would again be held in Bournemouth and in May and not in November as on the last occasion.

After luncheon some of the members accompanied Mr. A. H. Davis, the County Borough Librarian, on a tour of the ancient parts of Southampton, whilst others visited the Docks again and watched the s.s. "Berengaria" sail.

All were unanimous in voting the Conference a great success.

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# British Association of International Furniture Removers.

THE ninth annual general meeting of members of the British Association of International Furniture Removers was held in the Banqueting Room, Guildhall, Portsmouth, on May 21st last.

**MR. J. RILEY** (James Riley & Sons, Derby), the President, was in the chair.

The annual report and balance sheet for the year ending January 31st, 1931, which had been circulated, was adopted.

ELECTION OF PRESIDENT.

**MR. EVAN COOK** (Evan Cook's Depositories, Ltd., London) was unanimously elected President of the Association for the ensuing year.

[At the time this meeting was held Mr. Evan Cook was abroad.]

Mr. A. E. Knill (Pickfords, Ltd., London) proposed the election of **MR. R. J. ARMSTRONG** (Army and Navy Co-operative Society, Ltd., London) as Vice-President for the ensuing year. He said he thought members would agree that it was necessary to appoint a gentleman to this office who could devote time to the duties. Mr. Armstrong had proved in the past that he was a gentleman who did a job with great credit to himself and to all concerned. The proposition was seconded and carried unanimously.

Mr. W. H. Brothers proposed the re-election of **MR. E. WOODBRIDGE** (Woodbridge & Co., Ltd., London) as Hon. Treasurer. He said that Mr. Woodbridge had served the Association faithfully and well for several years and they could not do better than re-elect him. They all very much regretted that Mr. Woodbridge was not able to be with them that day owing to indisposition, and they hoped he would soon be restored to health. Mr. Woodbridge was one of the founders of the Association and had consistently refused nomination for any other position than that of Hon. Treasurer.

The proposition was carried unanimously.

MR. EVAN COOK
(EVAN COOK'S DEPOSITORIES, LTD., LONDON),
PRESIDENT.

INTERNATIONAL TELEGRAPHIC CODE.

**MR. W. H. BROTHERS** (Van Oppen & Co., Ltd.) then addressed the meeting on the question of the international telegraphic code. He said the Association had felt the need for something not provided for in the ordinary telegraphic codes with which members were familiar. International transport necessitated frequent telegraphic communication with firms abroad. The Association had adopted a code at present in use on the Continent, but it was not easy to find out exactly what it was members required. The present code was in use by most of the important removers in Europe, and the Association recommended it for general adoption. The great advantage of having an international telegraphic code was plain, but if the code was allowed to fall into disuse there was danger that if it was only used occasionally firms might receive messages and be unable to read them. Members should notify their staffs that such a code existed, where to find it and how to use it. The code was being used not only by the F.W. & R.A. and The British Association of International Furniture Removers but also by the German and Austrian associations, Dutch, Swiss, etc., and it was understood that the French association were taking steps to enable their members to use it. The point to consider was whether it was intended to maintain the international character of the code already in force in so many removal associations or whether it was desired to go ahead and compile a code for use only by their own members.

After discussion, during which it was suggested that further information from the German association of furniture removers should be awaited before further steps were taken, it was moved, seconded and carried that the Council be empowered to take such action in this matter as seemed necessary in the interests of members.

EXCHANGE OF EMPLOYEES BETWEEN BRITISH, DOMINION AND FOREIGN FIRMS.

A very interesting paper, prepared by **MR. RICHARD THORPE**, of Ripon, outlining a scheme for the exchange of employees between firms in this country and those carrying on business in our Dominions and in foreign parts, was read and an abstract appears in another part of this issue. The paper evoked a very interesting discussion and in the result it was decided to refer the matter to the Council for consideration.

A vote of thanks to Mr. J. Riley, the retiring President, was carried with acclamation.

# The Mineral Transport Users' Association.

THE Mineral Transport Users' Association has been registered as a Trade Union under the Trade Union Acts.

The President is Captain Roland Addy, M.A., Managing director of the Carlton Collieries Association and the vice president is Mr. Duncan Bailey, O.B.E., M.I.Mech.E.

The Objects of the Association include:—To promote the interests of owners and users of railway and road vehicles or other means of transport engaged in works connected with mineral transport.

To defend private owners against encroachments upon their rights by Government departments or other bureaucratic bodies whether in connection with railway, road or other transport, and if necessary, to support or oppose measures which concern mineral transport users.

To give to members, free of charge, technical and legal advice upon all questions appertaining to mineral transportation by rail, road or other agencies.

To investigate questions of improvement and economic development of the provision, maintenance and operation of transport and of equipment for the loading, carriage, and unloading of minerals and liquids.

To establish an information bureau and to carry out a programme of discreet propaganda.

To examine, and if and when desirable, to prepare schemes for the rationalisation, upon voluntary lines and upon a private ownership basis, of the systems of distribution and user of privately owned rolling stock.

The head office of the Mineral Transport Users' Association is at 8, Lloyd's Avenue, London, E.C.3, and the Northern office at Red Doles Chambers, Huddersfield. The General Secretary is Mr. Leslie A. Kenworthy, LL.B., A.M.Inst.T., and Mr. J. L. E. Straker is the Treasurer.

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# British Association of International Furniture Removers.

## Suggested Scheme for Temporary Exchange of Employees between British, Dominion and Foreign Firms.*

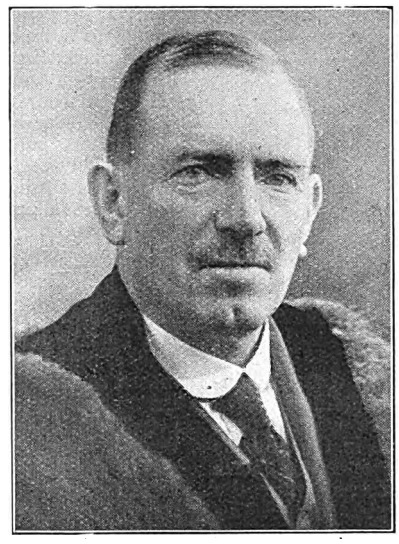
By Richard Thorpe.
Alderman, Ripon City Council; Contractor for Removals at Home and Abroad.

THE British Association of International Furniture Removers numbers amongst its members representatives of some twenty-two countries, whose declared object is to bring about uniformity of conditions as between contractor and client, and eventually to bring within its membership firms the world over who are engaged in the removal and storage of household furniture. Something more than mere membership and circulation of printed terms of contract must be set up, and a much closer co-operation in actual working conditions brought about.

No matter what the difficulties may be, it is necessary that the operating staffs responsible for the actual work being carried out, should conform to some elementary rules and regulations, and by so doing gradually establish customs in the trade that will have universal application, no matter in what country the work is to be done. It is only by actual contact with the man on the spot, adopting ways and means and using appliances that are entirely new, that the workman will better appreciate what is required of him when packing goods for removal to those other countries overseas.

It does not fall to the lot of every firm in this country to be entrusted with a removal of furniture abroad, and in most cases, when they are so entrusted, the work is handed over to one of the larger firms who specialise in overseas removals, and who have their appointed agents abroad to see the work carried through.

If the trade is to be organised by an Association such as ours, a thorough knowledge of how the business is carried on abroad must be acquired by all who direct and operate the business of furniture removing and warehousing.



ALDERMAN RICHARD THORPE.

It is not suggested that any financial assistance be provided from the funds of the association, but I suggest a scheme for a transfer of employees including Managers and Assistants as well as Foremen, workmen and small proprietors. I propose that an opportunity should be given them to go out by arrangement with firms overseas and have a period of employment or attachment with those firms which will bring them into direct contact with each and every phase of operation right from the beginning; methods of advertising, canvassing, approach to prospective clients, estimating, costing and the actual carrying out of the work to the completion of the contract. The moral support and assistance of the association in arranging the transfers must be forthcoming. The language difficulty is a difficulty, but like all difficulties it can be surmounted. In many large firms there is at least one employee who will be able to speak a little of the language of the country from which a transferred person might come, and by daily intercourse the advantage will be mutual. The financial arrangements will have to be made between the two firms participating, each case taken on its merits, and in no case can I conceive that it will be possible for a transferred employee to secure terms that will bear the cost of transportation, accommodation, and all the other expenses that go with it, without some considerable amount of the cost being provided from a source outside the actual payment, if any, made by the firm to whom he is attached. This is a matter for the Firm by whom he is employed, and for the man himself to contribute in such proportion as can mutually be arranged.

In many cases it will pay handsomely the larger firms to send out men to other countries and to bear the whole of the cost of the transfer. Here a mutual arrangement for exchange of employees for a given period would appear the easiest and most satisfactory way between those firms who carry on their business on the big scale. But the transfer of men from smaller firms who could not place a man in exchange presents a further difficulty, not insuperable, but somewhat different, to the arrangement suggested above. Here the man so transferred would require some payment for his services, and he would be required to live in the least expensive way possible, and probably contribute towards the cost of his transportation, but because of this disadvantage he should not be debarred from participating, but on the contrary every encouragement and assistance be given to enable this type of man to go. He is the backbone of the industry and should be encouraged to the utmost to go out and acquire knowledge, and it is that knowledge and experience, which cannot be acquired in any other way, that is going to be of such advantage to those firms who employ men with practical experience of working conditions in other countries and that will secure for them more business than can be obtained with only the limited experience of purely local contracts. Our only concern for what has happened in the past should be to use such experience to assist in preparing for, and anticipating the altered conditions of the future.

Owing to many causes many people at present resident in this country will probably be taking up residence in Northern Europe and this should provide endless numbers of contracts for Removers and Warehousemen in the countries concerned; again, there is a tendency to remove to the Dominions factories and works owing to overcrowded conditions in this country.

Those firms who have men in their employ who are fully conversant with Customs formalities and removal conditions in France, Germany, Belgium, Holland, etc., will be the first to reap advantage when the awaited Ferry that will convey motor vehicles fully loaded to and from the Continent matures. In the same way those firms operating on the continent would enjoy an immediate advantage by their employees having a first hand knowledge of English laws and customs of the trade, so that a removal by road and ferry all the way, to and from any town or village on the Continent and Great Britain would mean no more than from Yorkshire to London.

To encourage employees in any trade or industry to acquire knowledge of how their trade is carried on abroad is being adopted by an increasing number of British firms, and the Removers and storers of household furniture should not be behind in this matter.

A scheme such as this would bring to the association a large increase in membership and would embrace firms operating in every country to which the exchange of employees applied.

* Abstract of a Paper read at the Annual Conference of the British Association of International Furniture Removers, held at Portsmouth, on May 21st, 1931.

**Municipal Purchases.** — Wallasey Corporation have decided to purchase two Diesel-engined A.E.C. motor buses and four new Leyland petrol buses at £1,733 each. The Diesel-engined buses will be operated experimentally. Liverpool has also decided to acquire one heavy oil driven motor bus.

**Buses Expected to Save Money.**—By the substitution of a motor bus service for a portion of the tramway route at Burnley, which is to be abandoned, the Burnley Corporation proposes to borrow £20,000 for the purchase of 16 double decker buses and expects to save about £7,000 a year.

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# Speciality Brakes.

## Their Details explained and Maintenance described.

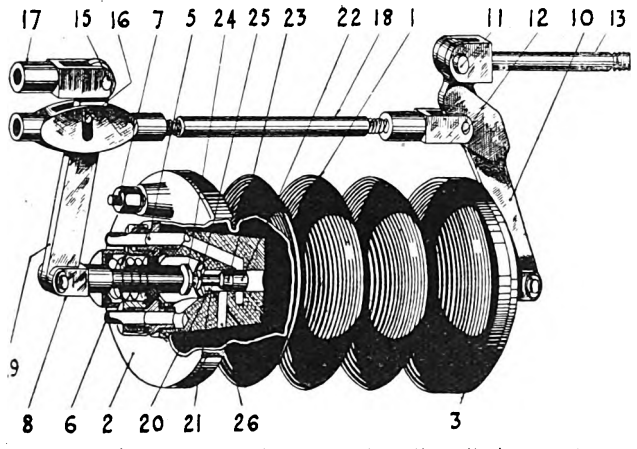
(*Continued from page* 345.)

## III.—Marelli Vacuum-Servo Brake.

THE Marelli vacuum-servo brake for vehicles is a comparative newcomer, and differs constructionally from the two types of vacuum-servo brakes already reviewed. The makers and their British distributors are Marelli Magnetos (London), Ltd., 71-72, Bolsover St., W.

### Details of the Mechanism.

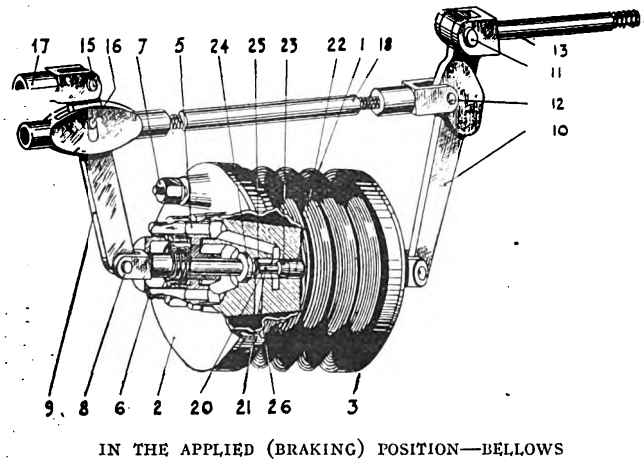
The body of the brake is a bellows-type rubber sleeve of special material (Figs. 1 and 2), closed at the two extremities




A MARELLI VACUUM-SERVO BRAKE UNIT IN THE NORMAL (IDLE) POSITION—BELLOWS DISTENDED.

by end plates (2) and (3), and is maintained in shape by internal steel rings. The front end-plate (2) contains a valve (21). The rear end-plate (3) contains a valve which opens from inside the sleeve only when the pressure in the interior of the bellows is higher than the external or atmospheric pressure, *e.g.*, when the brake pedal is depressed while the engine is stationary. Communication with the engine's induction manifold is by a passage (5) and with the atmosphere by another (6).

The regulator (23) is connected by a rod (8) to a lever (9). The rear end-plate (3) carries a fixed rod connected to lever (10), which is pinned at the hold (11) to a support anchored to the chassis. A rod (13) connected to the




IN THE APPLIED (BRAKING) POSITION—BELLOWS COLLAPSED.

thickened portion of the lever (10) by a yoke and pin, controls all four brakes. The levers (9) and (10) are connected by a tie-rod (18). The bellows-sleeve with its end-plates is attached to the chassis (usually, but not necessarily, on the off-side); end-plate (2) being fixed by (7) to the chassis and end-plate (3) being movable in step with the bellows-action.

### How the Brake Functions.

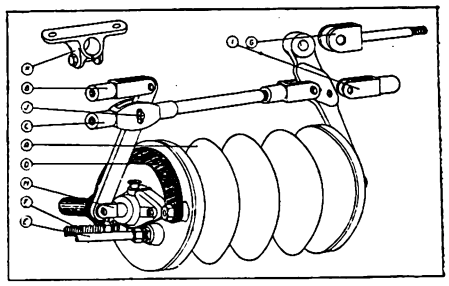
When the brake pedal is pressed, the end (15) of lever (9) is moved forward. This reacts through a fulcrum point (16) and causes the end of the regulator spindle to move backwards and control communication between the vacuum induction pipe from the engine and the interior of the bellows, so that the latter contracts and draws with it lever (10).

Independently of the vacuum-servo effect, the driver's movement of the pedal actuates the brakes' rod (17), lever (9), tie-rod (18), and rod (13). When the brake pedal is released the suction ceases and releases the brake either gradually or quickly according to the degree of opening of the atmospheric valve.

### Operation of the Control Valve.

In Fig. 1 the regulator is seen with the vacuum-servo in the normal or idle position. The tube (5) is connected to the induction manifold of the engine by a connection (6) and communicates also with the atmosphere. The orifice is connected to a flexible metallic tube, the free end of which has to be placed in a position protected from mud or dust (for instance, on the dashboard of the vehicle). A suction valve (21) is placed in the passage (20) with a cylindrical portion (22). This provides both a complete closing and a gradual closing, the part (23) being at first slightly conical and then greatly reduced.

For communication with the atmosphere, a circular plunger (25) with a diameter slightly less than that of passage (20) is formed solid on the suction valve stem. This leaves a constant small circular space for the passage of a throttled influx of air. The travel of this valve is limited by a disc stop (24) which ensures also the prevention of any passage of air after the brake is approximately fully on. By means of this stop the action of the pedal is added directly to the effort of the vacuum-servo. A series of holes (26) establishes communication between the central hole (20) and the interior of the bellows.



A MAINTENANCE DIAGRAM.

Key to letters:—A bellows; B control yoke; C front slotted yoke; D carrier; E vacuum pipe; F atmospheric pipe; G rear carrier yoke; H valve yoke; I rear pull yoke; J yoke pin; K bracket to suit D and supplied as an extra.

If the valve (21) be pushed towards the interior by pressing the brake pedal, plunger (25) first obstructs, to a great extent, the passage left free to the air; then the suction valve (22) by reason of its slightly conical part (23), produces a suction (vacuum effort) in the passage (20), of which the degree varies with the amount of opening of this valve. The vacuum pull is then transmitted to the bellows through apertures (26).

Pressing further, the area of the suction orifice increases and the area of the air-passage towards the atmosphere, remaining constant, there results a vacuum which increases as the suction valve is opened, owing to the influx of air. At the end of the travel, stop (24) causes the pedal to act directly on the brakes, and closes the air passage.

### Single v. Double Bellows.

By using a bellows sleeve the makers claim that it solves in a simple way the problem of equalising the tension on the four pull rods of a normal brake-layout. This means a somewhat different layout, and a regulator which is constructed on the same principle as the normal type, but is mounted separately from the bellows and is connected to the carburetter (induction pipe) and to the atmosphere by two tubes, and by the three pipes to two bellows attached to the brake rods. The bellows are anchored to the chassis by their levers with both end-plates closed and the rods are attached to them and connect directly to the brake levers. In the front end-plates is the connection to the regulator, and in the rear end-plate is the usual valve, previously described. Hence with this

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duplex layout, when the brake pedal is pressed the vacuum produced at the regulator will also exist in the two bellows, and, subject to the action of the vacuum, not one end-plate only will move, as in the single layout, but both of them will do so and move the two brake rods towards the centre, thereby exerting an equal tractive effort upon all four rods. The normal or single bellows outfit is for vehicles up to 50 cwts. (nett.); the double units set being for heavier vehicles.

The Marelli vacuum-servo is also adaptable for braking trailers. When it is employed for trailer work another bellows is fitted to the trailer and is connected with the power vehicle by a flexible pipe, which in turn is connected to the regulator; the third bellows being coupled direct to the brakes already fitted to the trailer. In the bellows on the trailer the vacuum pressure will be the same as that in the bellows on the towing vehicle. Therefore, it is claimed, no shocks will be transmitted to the towing bar. In the regulator for heavy vehicles there is a device which allows the brakes to remain on, even when the engine is stopped.

**Maintenance of the Marelli Vacuum-Servo Brake.**

The brake pedal must be free and connected only to the control yoke (B) (Diagram Fig. 3) on the upper end of the front lever, so that the pedal only operates in conjunction with the servo-control.

The pin (J) in the slot of the front double (right and left) yoke (C) must be kept central, and free from "jamming" at the top and bottom of its movement. This can be effected by raising or lowering the chassis bracket (K) by means of packing strips, followed by testing the movement for "free" in all positions.

The vacuum pipe (E) should be as short and have as large a bore as the layout permits: this applies especially to the size of the union or connection to the induction pipe, as it is there and from the cause stated that a permanent throttling effect often occurs.

The bolts which fix the unit to the chassis frame must be a neat (not a driving) fit, and should have spring-washers behind the nuts.

All moving parts must be free, and the pivotal joints lubricated with Tecalemit or a similar solidified-petroleum grease, but no lubricant should be applied to the servo-bellows (A).

For four-wheel brake constructions, the usual method of adjustment consists of:—Raising the four wheels from the ground on carefully placed jacks; releasing the fly-nut on the off-side back brake; adjusting the other three brakes by their respective fly-nuts so that the wheels can be spun round freely (this will also show whether the brake drums are true or have high spots. If defective, it is useless to proceed with the job until they are put right): then similarly adjust the No. 4 wheel-brake. Adjust each brake in turn until the shoes are just rubbing on the drum, and then slack-back the fly-nut by a half-turn.

The brakes, when adjusted, should be tested first by pedal pressure without the servo; this will show if they are dependable to stop the vehicle independently of the servo.

If the brake-pedal be pressed hard when the engine is running the bellows (A) should not close completely, and there should always be at least 1 in. movement to allow for wear of the brake linings. This point should be borne in mind when fitting the unit, as a reminder to examine the individual brakes as to the state of the shoe-linings. If a removal is found to be necessary, it is better to renew the linings as a pair.

In the case of engines with worn inlet valve-guides it is permissible (but should not be done if not necessary) to open slightly the carburetter's slow running jet.

The top yoke (G) (of the rear brake pull-rod (I) (Fig. 2)), must be proof against whip or chatter, and it may be advisable to fit a stiffening bracket or a light cross-frame member for that purpose.

The air pipe (F) should be kept clean so that it does not restrict the air-flow.

The control yoke (B) should be so adjusted that the valve (H) has already moved on from 1½ to 2 mm., but without causing an air leak (which would impair the vacuum effect in the bellows (A)). To test for this possibility, place a finger over the atmosphere pipe (F); if there is a leak there the bellows will slowly close up.

If the braking becomes less effective, the fault may be traced to worn brake-shoe or oil-sodden linings, clogged brake tension members (this defect is usually denoted by sluggish action of the pull-off springs), and in the case of cable controls, the cause may be "stretch."

Attention to this point as regards brake-cables should be given after the first 500 miles use of the servo. When fitting brake cables, get those with the Trulock (patent) non pull-out barrel fastening. These cables are supplied already fully stretched.

If the brake-pedal be sluggish in returning to normal (off) position, lower the bolt in the bracket which grips the carrier (D) (in the front end of the bellows (A)) and revolve the plate slightly. This will bring the spindle, or valve, into line with the rod from the pedal to the top-yoke (B).

The control valve return-spring should only exert the slightest tension when the brake is in the idle state; if the tension is too strong, it will not ensure a progressive action. This spring must not be changed for one of another make, as a small difference in tension may cause defective working.

The spring cap serves also as a grease-retainer; it is necessary to fill it approximately every 7,000 miles, using an appropriate Tecalemit connector. After greasing, press the brake-pedal fully home two or three times to expel excess of grease.

Our next article will deal with the
**Lockheed Hydraulic brake unit.**

# Manchester Commercial Motor Users.

AT the annual general meeting of members of the Manchester branch of the Commercial Motor Users' Association, Mr. R. W. Royle, M.Inst.T., was again elected chairman. In the course of the meeting, a considerable number of items arising from the Road Traffic Act were debated, and it was obvious that the interest of motor users has been concentrated on the numerous difficulties that have arisen from the operation of the Act.

Congratulations were extended to Mr. R. W. Royle on being re-appointed chairman of the North Western Division of the C.M.U.A. and a vice chairman of the National Council. The officers of the Manchester C.M.U.A. for the ensuing year are:—Vice chairman, Mr. A. Watkinson (Jewsburys Motors); Vice presidents, Mr. R. C. Reynolds (Bleachers' Association), Col. Sir J. Nall, Mr. John Faulkner, Mr. L. Swain and Mr. J. T. Lawton; Hon. treasurer, Mr. A. J. Green (Calico Printers' Association); Committee, Messrs. N. E. Box (Box Grouting and Spraying Co., Ltd.), T. H. Dunbabin, J. Leatherbarrow, — McVie (Bleachers' Association), W. E. Hall, jun., T. Huskinson, W. Brown (Wilsons Brewery, Ltd.), W. Makinson, H. Young (Manchester & Salford Co-operative Society), W. H. Burgess (Sutton & Co., Ltd.), T. M. Grindley, H. Hollingsworth (Viney & Co., Ltd.), E. F. Topham, T. Lamb, J. Smith (Kendal Milne & Co.), E. Tootill (Pickfords, Ltd.), J. Powell (Macinlop, Ltd), B. Goodfellow, and G. H. Stonehewer (Cusson Sons & Co.).

Mr. H. Howard Robinson, secretary, in his report upon the work of the Association, stated that the legal defence scheme had been used on behalf of members in the case of 94 summonses, of which 14 were dismissed; in the remaining 80 fines were imposed. Numerous matters were referred to the secretary for advice and dealt with as required.

On several occasions it was necessary for the chairman and secretary to represent the views of this area to the National Council, when matters were submitted to the Royal Commission on Transport, in the form of evidence. In consequence of the operation of the Road Traffic Act heavy work has fallen on the officers and committee of the Manchester Association. It was necessary to make a most careful scrutiny of all draft orders as they became available, and as the Act provides that the Minister shall consult with representative organisations, the officers had been called upon to give a very extensive portion of their time to the scrutiny of such draft orders. As a result of action by the organisation, a number of alterations have been made.

Although the best possible arrangements have been made concerning Clause 19, the Committee is not satisfied with the present position, and in October next the whole position will be reviewed in order to ascertain whether any further variations are desirable in the interests of the road transport industry.

The Special Motor Coach Committee which had been set up in the Manchester area had completed its work in such a way as to ensure the applications of the whole of the members being submitted to the Traffic Commissioners in a complete form and on a co-ordinated basis, which is the only one of its kind in the country.

Success had been achieved by the Manchester Committee of Road Users, of which the Manchester C.M.U.A. is a constituent, in securing the withdrawal from the Manchester Corporation Bill of several clauses which would have adversely affected the interests of motor users.

The membership of the Association was increased during the year by 42 new members.

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# Tramways and Buses.

THE twenty-first Annual Congress of the Tramways, Light Railways and Transport Association was held at Margate from May 27th to 29th and a large gathering of members met to take part in the proceedings both business and social.

The Chairman of the Executive Council, **MR. E. H. EDWARDES, A.M.I.E.E., M.INST.T.,** held an informal reception on Wednesday evening, the business of the Congress commencing on Thursday morning, May 28th, the meetings being held in the Pavilion and Winter Gardens. A civic welcome was given to the Congress by the Mayor of Margate, Mr. Councillor P. B. Osborne, J.P., and following this the thirty-fourth annual general meeting of the Association was held.

**THE CHAIRMAN,** in the course of his review of the work of the past year, said that the outstanding events since the last meeting were the passing into law of the Road Traffic Act and the issue of the third and final Report of the Royal Commission on Transport.

The Council had spent a great deal of time in considering Clause 19 of the Road Traffic Act regarding limiting the time for which drivers of certain vehicles might remain continuously on duty, and they had done their best with a view to getting some relief. He had attended a large number of meetings, together with the Secretary, and although some members might not be satisfied with the results obtained he could assure them they were the best possible under the circumstances.

They had all received large numbers of new regulations issued by the Ministry of Transport as to the application of the Act, and when he told them that the Ministry of Transport convened meetings to consider each and every one of those regulations, and that some involved several meetings, they would appreciate that the Council—which he represented at those meetings—had had quite a busy time. Here again, some might not be satisfied with the results, but if they could have only seen some of the regulations as originally drafted he was sure their hair would have turned white. At all those meetings they worked in close harmony with their sister association—The Municipal Tramways and Transport Association, and The Omnibus Owners' Association—and he was of opinion that the results achieved might be considered fairly satisfactory.

With regard to the Royal Commission's Report it would be untrue to state that they were not a little disappointed with the conclusions arrived at, so far as the Commissioners' remarks in relation to Tramways were concerned, but at all events they could find some consolation in the fact that whatever might have been said with regard to the present aspect of tramways in view of the altered conditions of road transport in general, no criticisms appeared in the Report of the management and handling of the tramways of the Country, not only at the present day, but in the days that had gone, when the only means of passenger road transport was by means of tramcars.

Personally, he agreed with the Royal Commission's findings that a large number of tramways, especially in inter-urban areas, had fulfilled their useful life and should be abandoned as soon as possible, but he was not at all sure that, in certain large towns where the roads were wide and the traffic heavy, the modern tramcar was not yet the best method of moving, expeditiously and safely, large numbers of people. In his opinion, the reason tramways were so unpopular with the travelling public at the present time was due to the fact that the rolling stock had not been modernised except in a very few instances on some of the larger undertakings. He thought that if systems had been modernised they would not be subjected to the severe criticism which was being received at present when comparisons were made between the comfort of a modern bus compared with a tramcar.

He thought the Royal Commission was rather unfair to the tramcar when it was stated that "the tramway is the direct cause of many accidents." From his own experience, extending over some 30 years, during which time he had been concerned in the operation of tramways along narrow roads, he could conscientiously say that exceptionally few cases had come to his knowledge where street accidents were contributed to by the existence of a tramway. If some accidents had been caused through the existence of tramways, it must not be overlooked that a tramcar, without doubt, was the safest method of carrying passengers.

He was rather disappointed that although the Royal Commission admitted that trackless trolley vehicles might ultimately prove useful, no great encouragement was given. From his limited experience of the modern trackless system, he was of opinion that it was a very excellent substitute for tramways, especially where the terminal points were more or less fixed, and on a service where there are frequent stopping places similar to a tramway route.

The report and accounts were duly adopted.

Mr. J. A. Forde, J.P., A.M.I.E.E., M.Inst.T., General Manager and Engineer, Isle of Thanet Electric Supply Co., Ltd., then read an interesting paper dealing with the supply of electricity and the running of trams and buses in the district covered by his company. An abstract of this paper is printed below.

The members and visitors were entertained to lunch at the Queen's Highcliffe Hotel by the Isle of Thanet Electric Supply Co., Ltd., a large company being present to enjoy the good fare provided by their hosts.

At 2.45 special motor coaches took a large company of members and friends to Canterbury where they again enjoyed the hospitality of the Isle of Thanet Electric Supply Co., Ltd., who provided tea at the County Hotel. They then inspected the famous cathedral and were extremely indebted to the gentleman who acted as guide and whose knowledge of the cathedral was only surpassed by the very interesting way in which he handled his subject.

In the evening the annual members' dinner was held.

On Friday morning an important paper on the Operation of the Road Traffic Act, 1930, an abstract of which is printed below, was read by Mr. R. G. Pittard, Traffic Manager, Bristol Tramways and Carriage Co., Ltd.

The Congress concluded with a reception and Ball given by the Mayor and Mayoress of Margate in the Pavilion and Winter Gardens.

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## "Odds and Ends."*

**MR. J. A. FORDE, A.M.I.E.E., M.INST.T.,** Engineer and Manager, Isle of Thanet Electric Supply Company, Limited, in the course of a paper entitled "Odds and Ends," said that there was an agitation for the scrapping of trams, and in that he was one of the agitators, while, on the other hand, there were those who desired their retention. Nearly twenty-five years ago he was desirous of introducing motor buses for feeding the tramways, and ever since 1918 he had been in favour of the abandonment of the trams.

It was generally stated by those who wished to retain tramways that their scrapping would involve enormous loss of capital; that they were still the best means of dealing with large crowds; that if scrapped more vehicles (buses) would have to be run; that trams were more economical, more comfortable, safer to travel in, did not skid, caused less injury to the roads than other vehicles, tended to regulate the better use of the roads, by causing buses and other vehicles to reduce their speed, i.e., to a speed consistent with safety. It was pointed out that tramways were large consumers of electricity, and if scrapped would probably result in the charges to domestic and other consumers being increased.

The reasons, among which were the following, for the scrapping of trams appeared to be much stronger than those for their retention. They were:—The capital invested would, in any case, have to be written off, for the reason that few, if any, tramways were paying their way and had only a short term of years to run under their Orders. If scrapped, tramways would be replaced by motor buses, without generally increasing the number of vehicles. The carrying capacity of the modern bus was, for most purposes, equal to the carrying capacity of most tramcars. The average speed of the bus was much higher than that of the tram. In his own case they could do more work with a fewer number of buses.

He found with a mixed fleet of thirty-five buses, with a large number of 20-seaters, they could take as much money more cheaply and on routes not so favourable as the tramways.

Tramcars caused considerable obstruction to other vehicles; they were rail-bound in the middle of the road, thus compelling other vehicles to avoid them, with a tendency to further obstruction and congestion. And with

* Abstract of a Paper read at the Annual Congress of the Tramways, Light Railways and Transport Association, held at Margate, May 27th to 29th.

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a failure of current, which was not unknown, this was greatly increased. Passengers were compelled to take risks in boarding or alighting as a consequence of having to go to the tram instead of being able to step on or off the kerb.

Where tramways had been scrapped the carrying capacity of the roads had been increased. It is much more difficult to maintain roads where tramways are laid, and the cost of permanent-way upkeep is increasing. Electricity used for tramway purposes would be available for domestic and other purposes without increasing generating plant. No one would lay down tramways to-day to meet development in new districts, and that surely constitutes a sound argument against them.

It might be urged that the alternative to the tram was the trolley-bus, with its use of electricity for propulsion and its greater mobility. Certainly a trolley-bus did possess more advantages, but one of its worst features was that it was still tied up to the overhead wire, and could not, without further expenditure, be applied to new districts or alternative routes.

"Generally, tramways are obsolete, or rapidly on their way towards becoming so. Within ten years most tramways, particularly those in provincial towns and cities, will have ceased to exist. My view is that the motor bus is the best method of passenger transport, and probably will continue so for the next fifteen or twenty years."

Motor buses were preferred by the public. They were less costly to run. Buses are very comfortable nowadays. They are speedy, do not obstruct other traffic, and there is better continuity of service. New routes can be opened to meet requirements. Passengers' risks in boarding or alighting are done away with. The carrying capacity of the bus is for nearly all practical purposes equal to the tram. Whilst the life of the bus is relatively short, this is not so much of a handicap, as one can more readily keep up to date.

He thought there was hope that the compression ignition engine, after it had gone through its teething troubles, would result in the further development of motor vehicles, and the practicability of fuel being commercially obtainable in the near future from out coal-fields, would make the business largely independent of outside supplies.

In conclusion, Mr. Forde said he thought one could term the present as being the mechanical age, which meant movement and change, commencing with the invention of the steam engine by James Watt in 1769, developed by means of the railways, electricity, and the internal combustion engine, until we were now speeding along at an extremely high rate, which would be much more intensified in the near future. Whether this had been or would be beneficial to mankind was an open question; almost certainly the younger members of the Association would have to undergo similar trials and troubles within the next fifteen to twenty years to those tramway men were experiencing to-day.

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## The Operation of the Road Traffic Act, 1930.*

**MR. R. G. PITTARD**, Traffic Manager, Bristol Tramways and Carriage Co., Ltd., in the course of a very interesting and instructive paper describing the operation of the Road Traffic Act, said that although the Act received the Royal Assent on August 1st last, the Area Traffic Commissioners only commenced their duties in January, so that at the time of writing members had had only about four months' experience. These four months had been a period of transition from the old order to the new, and, whilst many things had happened, sufficient time had not elapsed to form any definite opinion as to the ultimate effect of the Act on their business. Probably in the minds of most managers the only immediate result of the Act was the multitude of forms they had had to prepare and sign, and the time and attention they had had to devote to the preparation of their "case" for presentation before the Commissioners.

Mr. Pittard then proceeded to deal very fully with each part of the Act. He pointed out that in various parts of the Act the Minister "may make regulations for any purpose for which regulations may be made"; these powers were extremely wide and collectively, would appear to give the Minister almost unlimited authority to rectify any omission in the Act, to supplement any of the provisions, or to deal with any difficulties which might arise in its operation. Under these powers the Minister issued the Transitory Provisions Order (No. 68, 1931). This Order permitted a person licensed as a driver or a conductor on 31st March, 1931, to continue to act in this capacity, and left established services undisturbed until such time as the Traffic Area Commissioners were able to deal with applications, but in the meantime prohibited any modifications, extensions or new services. The Chairman of Commissioners of the West-Midland Traffic Area made a particular point of this at his first sitting, when he said that unless covered by the Transitory Regulations no service must be operated until a new licence had been issued, and any offender would be liable to heavy penalties. The need for such an order would be appreciated, but possibly it might have been more flexible.

Section 10 dealt with speed, and under this section public service vehicles were now permitted to travel at a speed not exceeding thirty miles per hour.

Section 19 provided for the limitation of time that drivers might remain continuously on duty. This had been the subject of much controversy, and in many instances duties had had to be re-arranged or amended. The need for some elasticity was recognised when the section was drafted, and provision was made by subsection 3 for the variation of the periods worked, providing it was unlikely to be detrimental to public safety. Advantage had been taken of the powers under this subsection, and a joint representation was made by the Association, together with other similar Associations and representatives of employees. As a result the Minister issued, on the 30th March, an Order varying the provisions, and this has been of great assistance in the allocation of duties.

Members were no doubt fully conversant with the terms of the drafting of the original section and of the Order varying the provisions, but these did not, of course, cover all types of duties, and some anomalies had been created. For instance:—

"(1) A man may work an eight-hour duty provided he is allowed 40 minutes' lay-over, but should a man have only 7½ hours' duty, with a 30 minutes' lay-over, the Act may apparently be complied with by keeping him standing in the depot for ten minutes before or after his duty; this would give him the desired 40 minutes' lay-over, but in effect would penalise him by keeping him hanging about unnecessarily.

"(2) A single period of duty is described under Subsection (2) (a) of Section 19 by the words:—'No two or more periods of time are deemed continuous periods unless separated by an interval of not less than half-an-hour.' It is, therefore, to be assumed that any period separated by more than 30 minutes becomes two periods of duty. Under the Order varying this sub-section of the Act a man is allowed to work 8½ hours straight duty where one period of duty only is worked. In practice, on some country services, it may be that something slightly over half-an-hour lay-over has been allowed; a duty is consequently separated into two periods. Where these periods are divided into unequal portions, say, two hours and six hours, the Variation Order would not come into force, and we fall back on the original Act of half-an-hour's rest after 5½ hours. It seems strange, therefore, that where in one period of duty a man may work 8½ hours, with a 45 minutes' lay-over, if one has two periods of duty, a man may not work six hours with an even greater period of lay-over."

It had been the practice of operators at times to use a driver for some short special duty after the completion of an ordinary duty. If advantage was taken of the Variation Order to give drivers a straight 8½ hours' duty with a 45 minutes' lay-over, this practice must cease, as it would transform the duty into a two-period duty, and in such case an employer must give half-an-hour meal relief every 5½ hours. In effect, once a driver had performed a straight 8½ hours' duty, under the Variation Order, he could not be permitted to work any more during that 24 hours.

The variation allowing a period of rest of nine hours to be reduced to eight hours on one day per week in respect of stage carriage drivers was extremely useful in arranging for the change-over from late to early duty each week. The reduction of ten to eight hours on one day per week (or two days in the case of a Bank Holiday) in respect of express or contract drivers would permit of two

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long duties on consecutive days, as, for instance, on Saturday and Sunday, and on three days where a Bank Holiday was included, would help considerably on long-distance tour work.

On the whole he thought they must consider themselves fortunate in coming through a difficult situation so satisfactorily, for, although the operation of this particular clause would be responsible for some additional expense, he thought they would agree that it might have been less workable.

Part II made it compulsory for every vehicle to be insured against third-party risks. The desirability and need of this part of the Act would, he was sure, be recognised by everyone.

Part IV was, of course, the part of the Act with which they were most directly concerned. He found there was a belief in the minds of some operators that vehicles constructed to carry seven or less passengers did not come within the scope of this section. He thought there was no doubt whatever that a vehicle of any seating capacity which regularly carried passengers for hire at separate fares, was either a stage or express carriage, and was subject to the same control as passenger vehicles of greater seating capacity, and he would suggest it was the duty of any operator who had knowledge of such a vehicle plying for hire to acquaint the Commissioners.

In those applications that had been heard to date, the points that stood out particularly were the vast number of objections, many of them on purely technical grounds; the need for the applicant to have his case complete to the smallest detail, and the fact that almost every applicant and objector had been represented by counsel or solicitors. It was a moot point if the Act ever intended that operators should be put to this expense, but in view of the number of objections, it was difficult to see how these could be met without legal representation.

Section 72 was the section which defined road service licences, and the discretion to be exercised by the Commissioners in granting those licences. They had not yet seen how far this discretion was likely to be exercised, but if they were to obtain any benefit from the Act the Commissioners should eliminate or restrict those unnecessary and wasteful services that had sprung up in recent years in competition with established services. It was also desirable that those useful but unremunerative services which most of them operate should be brought to the notice of the Commissioners, and where these were provided preferential consideration should be given as against other applicants.

In conclusion, Mr. Pittard drew the attention of members to a comment made in the third report of the Royal Commission on Transport when dealing with railways. This was to the effect that regulation by legislation had been overdone in certain directions and had proved a serious handicap to the railways. "I fear," said Mr. Pittard, "that if we are not careful we may find ourselves in the position of the railways, or as a member, probably known to most of you, remarked recently: 'We asked for a thimbleful of legislation, but we have got a bucketful.'"

## In Parliament.

**Third Party Insurance.** **Colonel Howard-Bury** asked the Minister of Transport whether he was aware that a motorist, who through inadvertence had forgotten to take out a driving licence, caused his motor insurance policy to lapse automatically; and whether, seeing that the object of compulsory insurance was to protect third parties, he would take steps to remedy this? **The Parliamentary Secretary to the Ministry of Transport** (Mr. Parkinson), who replied, said he was aware that most insurance policies covering the use on roads of motor vehicles contained a clause to the effect that the holder was only insured whilst licensed to drive a motor vehicle, and that, in consequence, when a driver had allowed his licence to expire and had forgotten to obtain a new one, he was not for the time being insured. His Right Hon. Friend was at present in communication with representatives of motor insurance interests with a view to ascertaining whether, and if so in what manner, this difficulty could be overcome.

**Lights on Motor Vehicles.** **Mr. Remer** asked the Minister of Transport if his attention had been called to an accident at Meriden, Warwickshire, involving the death of two persons; if he would consider making regulations to make overhanging loads on lorries more clearly lighted; would he issue either regulations or recommendations as to the proper conduct of motorists as to dipping or putting out of headlights; and if his attention had been called to the new regulations on this subject now made compulsory in France? **The Parliamentary Secretary to the Ministry of Transport** said that according to his information the accident in question was due not to an overhanging load but to the driver of the vehicle concerned being dazzled by the headlights of an oncoming car. His Right Hon. Friend had had the question of making regulations with regard to headlights under consideration for some time and a draft of the regulations was being circulated to motoring organisations and to other organisations interested in the matter and also to the Press. His attention had been drawn to the regulations now in force in France with regard to headlights.

**Commercial Vehicle Taxation.** **Sir Charles Oman** asked the Chancellor of the Exchequer whether he would take measures to implement the recommendations of the Royal Commission on Transport by imposing heightened licence duties on commercial vehicles weighing more than four tons unladen? **Mr. Pethick-Lawrence,** who replied, said his Right Hon. Friend could not undertake to add to the Budget proposals which had been laid before the House.

**Mudguards on Motor Vehicles.** **Mr. Remer** asked the Minister of Transport if his attention had been called to the inconvenience caused to motor car manufacturers by the regulation that all motor vehicles must have wings attached; if he was aware that it was the practice on the part of many manufacturers to drive incomplete chassis short distances along the public highways, from one works to another, without wings; and if he would take steps to meet this difficulty? **Mr. Herbert Morrison** (Minister of Transport) said that the driving of a chassis without mudguards along roads could cause considerable inconvenience to the public when the roads were wet or muddy, and it was mainly for this reason that the regulation with regard to the fitting of wings to motor vehicles was made. Temporary wings made of such materials as wood and canvas could be fitted with little trouble and expense, and he did not see his way to relax the regulation in the direction which the Hon. Member suggested.

**Transport Routes in Wales.** **Mr. Freeman** asked the Minister of Transport whether he was aware of the expense and inconvenience caused to the travelling public by the circuitous route through small English villages which formed the only road at present between North and South Wales; and whether he had under consideration any proposal for a main direct trunk road between these two areas wholly within the principality? **The Minister of Transport** (Mr. Herbert Morrison) said that his predecessor caused a special survey to be made with a view to determining the most satisfactory line for an improved north and south route through Central Wales, having due regard to engineering and financial considerations. As a result a line had been chosen, in co-operation with the highway authorities concerned, which followed for the most part existing roads in Glamorganshire, Carmarthenshire, Breconshire, Radnorshire and Montgomeryshire. Various improvements of the roads embodied in this route had been accepted under the Trunk Road Programme.

**Horse-Drawn Traffic in London.** **Mr. Mills** asked the Minister of Transport whether, before issuing any further regulation prohibiting horse-drawn traffic in certain areas of London, he would consult all the trades dependent on this industry with regard to any such restriction on their usage? **Mr. W. B. Taylor** asked the Minister of Transport whether he had received the report of the London Traffic Advisory Committee with regard to the representations made by various bodies in connection with the restrictions on horse-drawn vehicles proposed in the draft Oxford Street regulations; and whether he could give an undertaking that modifications, satisfactory to all interested parties, would be made before the regulations were brought into force? **Mr. Parkinson** (Parliamentary Secretary to the Ministry of Transport), replying, said he was informed that the London Traffic Advisory Committee had recently had a meeting with representatives of the National Horse Association and a number of other organisations concerned with horse-drawn traffic. His Right Hon. Friend would receive in due course a report from the Committee on the representations made by these bodies among other representations and objections which had been received in respect of the proposed London Traffic (Oxford Street) Regulations. It might not be possible to meet the wishes of all interested parties, but every consideration would be given to their representations. **Sir W. Brass:** Will the Hon. Member take into consideration the unfairness of slow-moving traffic holding up the whole of the traffic? **Mr. Parkinson:** All such considerations are taken into account by my Right Hon. Friend.

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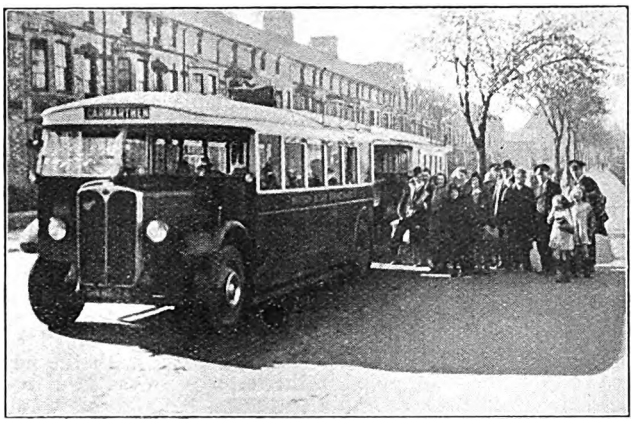
# Motor Coach and Bus Notes.

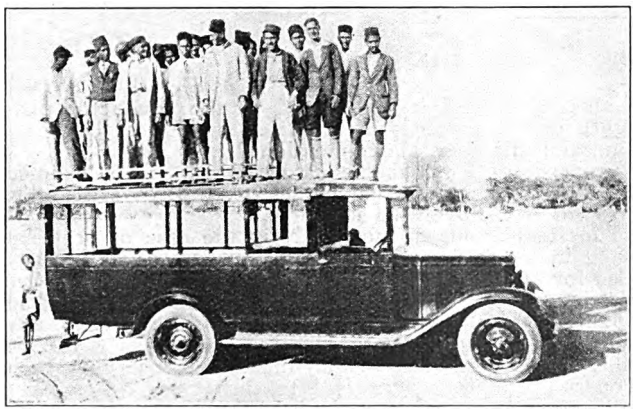
**"Regal" Buses for Welsh Express Services.**—We understand that for the maintenance of their only limited stop service—a 75 mile run between Cardiff and Carmarthen—the Western Welsh Omnibus Co., Ltd., are using the latest type A.E.C. 6-cylinder, 110 h.p. "Regal" buses. Twenty of these models are now included in the Western Welsh



ONE OF THE A.E.C. "REGAL" BUSES REFERRED TO IN TEXT.

fleet. The limited stop vehicles are of the rear entrance type, with room for 32 passengers. Seats are upholstered in red leather, and the woodwork finished in dark walnut. There are eight windows with chromium plated frames on each side, four on one side and five on the other being of the drop pattern and fitted with glass louvres.

**The Highways Guide.**—We are informed by Mr. Charles Rudy, Editor of the "Highways Guide" and of the "Booking Agents' Gazette," that new offices have been taken at Argyle House, King's Cross, N.W.1, where all communications are in future to be addressed. The new telephone number is Terminus 5163.



STILL ROOM FOR MORE ON THIS CHEVROLET BUS (GENERAL MOTORS, LTD.) WHICH UNDERGOES A SEVERE TEST BY CITIZENS OF BOMBAY, INDIA.

**Road Transport Brakes.**—The Westinghouse Brake and Saxby Signal Company, Limited, have been favoured with orders from The Associated Equipment Co., Ltd., of Southall, for 58 vacuum servo brake sets for "Regent" buses which they are building for the Birmingham Corporation. The Westinghouse Brake is now standard on all power-braked vehicles of this Corporation; and from Messrs. Ransomes, Sims & Jefferies, Ltd., of Ipswich, for 10 pressure brake sets for trolley buses for the Nottingham Corporation.

**Another Gain for Buses.**—Motor buses are to replace trams between Rochdale and Bury through Heywood.

**Profitable Bus Undertaking.**—We have received a copy of the annual report of the Manchester Corporation Transport Department, in which is given some exhaustive information concerning the municipal passenger transport undertaking. The number of motor buses in stock is 258. During the year they travelled 8,013,258 miles over 238 miles of route; passengers carried 56,532,889; on the converted tram routes where double deck buses are operated one can travel 1.617 miles for one penny, and on local and express service about .835 miles for one penny; average fare per mile 1.185d.; traffic revenue per bus mile 14.49d.; working expenses per bus mile 11.54d.; average number of passengers per bus mile 7.05. On the buses there was an increase during the year of 131 per cent. in the number of passengers carried and an increase of 76 per cent. in the receipts. The gross balance of income over expenditure was £116,545.

**Combined Road and Rail Tickets.**—At one of the principal sessions of the North Western Traffic Commissioners interesting evidence was given concerning the Manchester-Blackpool motor bus services on an application by the Lancashire United Transport and Power Company for licences for five express bus services to Blackpool. The railway companies objected that the proposed services would result in the roads in and out of Blackpool being blocked, specially at holiday times. There would be a bus every ten seconds. Mr. E. H. Edwardes (general manager L.U.T.) said the greatest number of buses the company had ever run on this particular service was

SOME OF THE A.E.C. "REGAL" SALOON COACHES USED BY A TIMPSON & SONS, LTD., THE WELL-KNOWN SOUTH LONDON OPERATORS FOR CARRYING 500 EMPLOYEES OF MESSRS. KENNARDS, THE BIG DRAPERS OF CROYDON, TO BRIGHTON AND BACK ON THEIR ANNUAL OUTING.

forty-five. He had not been approached to consider co-ordination with the railway to enable people to go by road and return by train or *vice versa*, but he thought it would be better to go by train and return by road. The Chairman suggested that consideration might be given to the interchangeability of tickets, as was the case in some parts of the country.

**Merged Coach Services.** — A mutual working arrangement has been entered into by the Imperial Motor Services and Rymers of Liverpool. The services to London, Glasgow, and Torquay are operated on this plan. Additional services will be operated later in the season.

**Motor Buses Create Traffic.**—Figures relating to motor bus operation, described by Mr. R. Stuart Pilcher, Manager of the Manchester Corporation Transport Department, as remarkable, were submitted to a recent meeting of his committee. They refer to a route on which motor buses replaced electric trams (route 53). The figures for twelve months' work show that 2,421,430 additional passengers have been carried by motor bus, an increase of 11 per cent. In order to accommodate these extra passengers, 217,283 extra miles have been run with a more frequent service of buses. The revenue has increased by £17,891 and the revenue per mile has gone up by .338d. per bus mile. The average speed of the trams used to be nine miles per hour. The speed of the buses is now 11 miles per hour. Here are the figures Mr. Pilcher submitted to his committee:—Miles (1930)—buses, 1,887,373; trams, 4,637; passengers, buses, 24,661,181; trams, 58,469. Receipts—buses, 17.15 per mile; trams, 15.57d. Expenses—buses, 13.94d. per mile; trams, 17.06d. The average profit was 3.2d. per mile, as representing £25,226. Mr. Pilcher now recommends the abandonment of the tramway along Middleton Road from the junction with Bury Old Road to Heaton Park and its substitution by motor buses. This has been accepted by the City Council.

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# Motor Hirers and Coach Services Association.

A MEETING of the Management Committee of the Motor Hirers and Coach Services Association was held at The Oxford Circus Booking Office, Regent Street, London, on May 26th.

Mr. E. A. Monkman presided.

The Vice-Chairman, in opening the proceedings, stated that it was with very much regret that he had to report receipt of a letter from Mr. M. Logette tendering his resignation from the office of Chairman owing to reasons of continual ill-health and the necessity for him to devote his time to his own personal business affairs more fully than he had been able to in the past. No one, continued the Vice-Chairman, regretted more than he did that Mr. Logette had been compelled to take the step and under the circumstances he thought it was only right to recommend the Committee to accept the resignation on the understanding that Mr. Logette would continue to take an active part in the affairs of the Association as a member of the Committee.

Mr. Rickards then proposed and Mr. Jones seconded that the resignation of Mr. Logette from the Chairmanship of the General Management Committee be accepted with the utmost regret and this was agreed to without dissent.

The Vice-Chairman then remarked that he would ask for the Committee's consent to instruct the Secretary to communicate to Mr. Logette their decision and to suitably convey to him their unanimous thanks for the devoted and very able manner with which he had controlled the affairs of the Association as Chairman through a very long and trying period, and also to give expression to their hopes that he would make a speedy recovery. The proposal was received with general acclamation and the Secretary was thereupon instructed accordingly. Before closing the subject several members proposed that the members of the General Management Committee should subscribe for the purpose of making a suitable presentation to the retiring Chairman as a token of their marked esteem and appreciation. The response to this proposal was unanimous and the Secretary was called upon to acquaint Mr. Logette of the Committee's desires in this respect, and to ascertain his personal feeling as to what form such presentation should take.

ELECTION OF CHAIRMAN.

The Vice-Chairman announced that no nominations for the vacant office of Chairman had been received by the Secretary and he therefore proposed that Mr. F. A. Flin be asked to agree to stand for election. This proposal was seconded by Mr. Rickards and after a brief discussion, there being no other nominations forthcoming, Mr. Flin assented and was elected unanimously, assuming office forthwith.

The question as to whether it was necessary to provide a system of legal defence for the benefit of members, other than the present panel of solicitors was discussed at some length. It was unanimously agreed that experience was proving it was advisable to be legally represented as cases could be quoted where an applicant had suffered through the lack of knowledge displayed by legal representatives. On the other hand, cases could be quoted where an applicant presenting his own case had been far better off as he was able to more fully state his requirements.

Mr. Monkman proposed that a valuable means of educating operators would be the provision of verbatim reports on past proceedings, available for inspection at the offices of the Commissioners, even though, perhaps, a small fee might be charged for such a privilege.

He further proposed that the Secretary should be instructed to cause the necessary enquiry to be made in this respect and this was agreed to.

Mr. Monkman then proposed that all members be communicated with advising them not to accept any condition attached to their licences, but to appeal to the Minister of Transport in accordance with the terms of Section 81 of the Road Traffic Act and also in accordance with the advice to this effect contained in the letter from the Ministry dated the 21st May as a reply to the representations made by the Association. This procedure was also agreed upon.

The Chairman stated that on the occasion of a recent meeting of the Executive Committee the question was raised as to whether the railway companies had any *locus standi* as objectors under the terms of Section 72 of the Road Traffic Act and the Chairman of that Committee had instructed the Secretary to obtain legal opinion upon the matter and that opinion was to the effect that as the Traffic Commissioners had already allowed the railway companies to oppose and in view of the evident difficulties in obtaining a decision from the High Court it seemed hopeless to proceed further with such a very debatable point.

On the proposal of Mr. J. H. Lowe, seconded by Miss Culverhouse, Messrs. Stephens Supply and Service Station, Rainham, Essex, were unanimously elected to membership of the Association. The proceedings then terminated.

# Public Service Vehicles. Lost Property.

ON May 21st, the Minister of Transport made the Public Service Vehicles (Lost Property) Provisional Regulations, 1931.

The Regulations provide that with the exceptions mentioned below any property found in a public service vehicle shall be delivered to and retained by the operator of the vehicle. For this purpose any passenger who finds property in such a vehicle is required to deliver it immediately to the conductor, or if there is no conductor, the driver.

Inquiries in respect of property left in a public service vehicle should therefore be addressed to the operator of the vehicle in which it was left. If the property is claimed before the expiration of a period of three months, and the claimant proves to the satisfaction of the operator that it belongs to him, it is to be delivered to him on payment of a sum not exceeding 1s., together with a sum of one-eighth of the value of the property, which latter sum is to be awarded by the operator to the conductor who originally found the property or to whom it was handed by a passenger. Such award, however, is not in any case to be greater than £5 nor less than 1s.

If the property is not claimed within three months it will vest in the operator, who may either deliver it to the conductor, or sell it and award to the conductor one-eighth of the proceeds of the sale (subject to the maximum and minimum above-mentioned).

Property of a perishable nature which is not claimed within 48 hours may either be destroyed or otherwise disposed of as the operator sees fit.

The Regulations do not apply in the case of property found in a vehicle which during any part of its journey plies for hire by short stages in the Metropolitan Police District (i.e., the ordinary London omnibus) or found in a public service vehicle in the County of Lanark or in any Burgh in Scotland. In these cases the property will be dealt with as heretofore and enquiries concerning such property should be addressed to the Police.

The Home Secretary has simultaneously made an Order amending the Cab and Stage Carriage Order under the Metropolitan Public Carriage Act, 1869, in such a way as to relieve drivers and conductors of motor coaches licensed under that Act (as distinct from London omnibuses) of the obligation to hand over to the police property found in those vehicles. The Lost Property Office of the Metropolitan Police at 109, Lambeth Road, will therefore in future no longer handle any property left in motor coaches.

# "One-way" and "Roundabout" Traffic Schemes.

THE Minister of Transport has made Regulations for the institution of the following schemes of "one-way" and "roundabout" traffic working as from June 1st last.

**"One-Way" Schemes:**—Waterloo Place, Westminster; Brick Street, Westminster; Hans Crescent, Basil Street and Hans Road, Kensington; Southampton Buildings, Holborn.

**"Roundabout" Schemes:**—The junction of the Guildford Bye-pass with the Portsmouth Road and Boxgrove Road. The junction of the Guildford—Godalming Bye-pass with Stoke Road. The roadway surrounding the island site bounded by Cheniston Gardens and Wright's Lane, Kensington.

In order to facilitate movement of traffic in the above-mentioned streets and areas, direction signs have been erected and "white lines" laid down.

Any person acting in contravention of the Regulations will be liable to a fine of £5 for a first offence and £10 in the case of a second or subsequent offence.

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# The Royal Agricultural Show, Warwick.

## July 7th to 11th.

THE following is a list of firms who, at the Royal Agricultural Show to be held at Warwick from July 7th to 11th, will be staging exhibits of interest to our readers:—

| *Stand No.* | *Name and Address.* |
|---|---|
| 219 | Allen and Simmons (1925), Ltd., Thames Side Engineering Works, Reading. |
| 215 | Anglo-American Oil Co., Ltd., Lloyds Bank Chambers, New Street, Birmingham. |
| 154 | Barford & Perkins, Ltd., Peterborough. |
| 281 | Bean Cars, Ltd., Tipton, Staffs. |
| 78 | Bessler, Waechter & Co., Ltd., Salisbury House, Finsbury Circus, London, E.C.2. |
| 152 | Blackstone & Co., Ltd., Stamford. |
| 252 | British Electrical Development Association, Inc., 15, Savoy Street, Strand, W.C.2. |
| 180 | British Oxygen Co., Ltd., Angel Road, Upper Edmonton, London, N.18. |
| 207 | Crossley Brothers, Ltd., Openshaw, Manchester. |
| 278 | Dodge Brothers (Britain), Ltd., Mortlake Road, Kew, Surrey. |
| 176 | Eagle Engineering Co., Ltd., Eagle Works, Warwick. |
| 361 | Eccles Motor Caravans, Ltd., Stirchley, Birmingham. |
| 221 | Fodens, Ltd., Elworth Works, Sandbach. |
| 181 | Ford Motor Co., Ltd., Trafford Park, Manchester. |
| 159 | Foster, William & Co., Ltd., Wellington Foundry, Lincoln. |
| 186 | Fowler, John, & Co. (Leeds), Ltd., Steam Plough and Locomotive Works, Leeds. |
| 153 | Garrett, Richard, & Sons, Ltd., Leiston Works, Leiston, Suffolk. |
| 208 | General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2. |
| 211 | Glico Petroleum Ltd., Alexandra House, Queen Square, London, W.C.1. |
| 155 | Glover, James Wm., & Sons, Ltd., St. John's Works, Warwick. |
| 1 | Gray Horseshoe Pad Co., Ltd., 13 and 14, Suffolk Street, Birmingham. |
| 227 | Hall, J. and E., Ltd., Dartford Ironworks, Dartford, Kent. |
| 104 | Herbert, Alfred, Ltd., Coventry. |
| 241 | Hope, Hartope & Co., Ltd., 43, Gower Street, London, W.C.1. |
| 35 | Imperial Chemical Industries, Ltd., Millbank, London, S.W.1. |
| 161 | International Harvester Co., of Great Britain, Ltd., 259, City Road, London, E.C.1. |
| 50 | Jennings, J. H., and Son, Ltd., Crewe Road, Sandbach, Cheshire. |
| 159 | Knapp, L. R., and Co., Ltd., Thames Valley Iron Works, Clanfield, Oxford. |
| 269 | Latil Industrial Vehicles, Ltd., 11, Albert Embankment, London, S.E.11. |
| 167 | Lister, R. A., and Co., Ltd., Dursley, Glos. |
| 163 | McLaren, J. and H., Ltd., Midland Engine Works, Leeds. |
| 157 | Marshall, Sons & Co., Ltd., Britannia Iron Works, Gainsborough. |
| 192 | Massey-Harris, Ltd., 53, 54 and 55, Bunhill Row, London, E.C.1. |
| 332 | Merryweather & Sons, Ltd., Greenwich Road, London, S.E.10. |
| 229 | Midland Cruiser Caravans, 113, Weston Lane, Warwick Road, Birmingham. |
| 249 | Morris Commercial Cars, Ltd., Soho, Birmingham. |
| 368 | National Motor Horse Box Co., Curtis Buildings, Abbey Road, Park Royal, London, N.W.10. |
| 277 | Price's Patent Candle Company, Ltd., Belmont Works, Battersea, London, S.W.11. |
| 166, 339 | Ransomes, Sims and Jefferies, Ltd., Orwell Works, Ipswich. |
| 177 | Sentinel Waggon Works, Ltd., Shrewsbury. |
| 213 | Slingsby, H. C., 89, Kingsway, London, W.C.2. |
| 359 | Smith Trailer Caravan Co., Tuffley Avenue, Gloucester. |
| 251 | Societe Anonyme Austin, 139, Rue Lafayette, Paris, France. |
| 283 | Texas Oil Co., Ltd., Wellington House, 125-130, Strand, London, W.C.2. |
| 254 | Thomas and Bishop, Ltd., 37, Tabernacle Street, London, E.C.2. |
| 69 | Trewhella Bros., Pty., Ltd., Island Road, Handsworth, Birmingham. |
| 280 | Vigzol Oil Refining Co. (London), Ltd., Ormskirk. |
| 366 | Vincents of Reading, Station Square, Reading. |
| 61 | Wheway, Job & Son, Ltd., Green Lane, Walsall, Staffs. |
| 108 | Willcox, W. H., and Co., Ltd., 38, Southwark Street, London, S.E.1. |
| 276 | Willys Overland Crossley, Ltd., Heaton Chapel, Stockport. |

# Round the Lancashire Associations.

**Conference of Liverpool Transport Employers.**

Negotiations have been opened between the representatives of the Liverpool Conference of Road Transport Employers, of which Mr. Allen Walter is Secretary, and the carters' and motormen's union for some relief from the present high rate of wages and easement in working conditions. These operate to place Liverpool haulage contractors at a disadvantage when competing for work against motor owners whose businesses are carried on in other South West Lancashire towns, where the labour conditions are less onerous.

**Liverpool and N.W. Division of the C.M.U.A.**

At the May meeting of the Liverpool Area Committee of the Commercial Motor Users' Association, held at the office of the Secretary, Mr. C. Dudley Whitnall, further consideration was given to the question of facilities being provided on new roads for steam wagons to obtain water supplies. This is felt to be a matter of prime importance, especially on arterial trunk roads now under construction, and which when completed are expected to be very heavily trafficked. Steps are being taken by the C.M.U.A. to ensure consideration being given to the motor users point of view. Several new members were admitted. A meeting of members of the North-Western Division of the C.M.U.A. was held at Liverpool on 21st May. One of the matters which has been before the county organisation has been the inconvenience suffered by members whose vehicles have been stopped on numerous occasions by the police, for the purpose of examining their insurance certificates. It has been recommended that in order to avoid this, firms should produce their insurance certificates to the local police office, so that when a vehicle is stopped they can make a direct enquiry to the local police and the matter is thus ended. Mr. R. W. Royle, M.Inst.T., Traffic Manager of the Co-operative Wholesale Society, has been re-elected Chairman of the Division for the ensuing year.

**Liverpool Motor Coach Owners.**

Liverpool and District motor coach owners are not so well organised as are those in many other parts of the country, and this defect has become strikingly apparent recently, owing to the necessity of making applications to the Traffic Commissioners for licences, etc. With the object of giving assistance in this connection a meeting of owners was held at Liverpool on Friday, 29th May. There is certainly room for a live motor coach owners' association in the Merseyside area. No special provision is made for them in any of the existing organisations.

**A.H. & M.O.A. and C.M.U.A.**

The Amalgamated Horse and Motor Owners' Association and the Commercial Motor Users' Association (South-East Lancashire Area) Joint Organisation, is making a special effort to augment its membership of motor coach owners. Mr. J. S. Howarth, the Secretary, in a communication to vehicle owners points out that the past few months have been, and the next year or two will be, a difficult period for operators, owing to the new regulations under the Road Traffic Act. An organised trade, he states, means strength, progress and efficiency.

**Manchester Transport Owners' Association.**

Applications made to the Traffic Commissioners for licences are now published in the notices and proceedings of the Commissioners, and objections are being lodged by the railway companies and certain municipalities. Manchester Transport Owners' Association (motor coach section) is dealing with these on lines of general principle, and in the near future negotiations will be commenced with objectors, to ensure that everything possible is done to secure satisfactory arrangements with all concerned.

**Liverpool Traffic Club.**

Mr. F. W. Lampitt, President of the Liverpool Traffic Club and the Liverpool District Goods Manager of the G.W.R., has been appointed Assistant to the Chief Goods Manager and also the Company's Development Agent at Paddington, London. He is being succeeded by Mr. T. Martin, Goods Superintendent, Paddington goods station, London.

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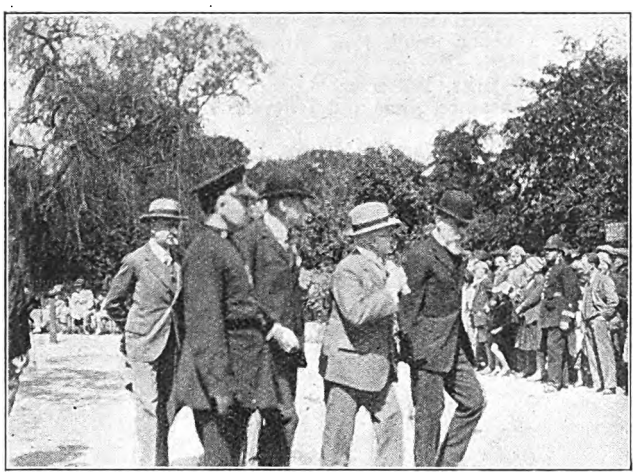
# London Cart Horse Parade.

The Forty-first Annual Cart Horse Parade, held under the auspices of the London Cart Horse Parade Society, was held in the Inner Circle, Regent's Park, London, on Whit-Monday, May 25th. These annual displays of London's cart horses are always a popular Bank Holiday attraction, and at the same time a striking manifestation of the excellent work of the Society. The Society was instituted to encourage drivers to take a humane interest in the animals under their care; to improve the general condition and treatment of London cart horses; to encourage the use of powerful cart horses suitable for heavy work in the London streets. All drivers of cart horses within the Metropolitan area are eligible to compete. The judges in making their awards take into consideration each turnout as a whole, horse, van, harness, and general appearance, paying due regard to the nature of the business or trade of the competitor.



Photo] [World's Carriers.
GENERAL GOURAUD (ON RIGHT) AT THE LONDON CART HORSE PARADE.

Although the entries this year were slightly lower than those of last year, the standard of excellence and quality of the turnouts was much higher, a fine tribute to the work of the Society, and to the care and attention bestowed upon the horses by the drivers. Each entry is inspected by veterinary inspectors before being judged. This work was carried out by Mr. J. W. McIntosh, F.R.C.V.S.; Mr. Stanley Broad, M.R.C.V.S.; Mr. Henry Gray, M.R.C.V.S.; Mr. W. J. Hatton, M.R.C.V.S.; and Mr. B. Tay, M.R.C.V.S. The judges, who worked in pairs, comprised Mr. Cecil G. Argles; Gen. Sir George Barrow, G.C.B., K.C.M.G.; Field-Marshal Sir W. R. Birdwood, Bt., G.C.B., G.C.M.G.; Major-Gen. Sir John Moore, K.C.M.G., C.B.; Mr. F. J. Rawle; Brigadier-Gen. Rome, D.S.O.; Lieut.-Col. Sir Hugh Turnbull, K.B.E.; Mr. N. W. Smith-Carington, M.A., B.C.L., M.P.; Major Maurice Tomlin, and Lieut.-Col. Sir Archibald Weigall, K.C., M.G.

Mr. Owen E. Mocatta and Mr. George Stewart acted as judges for the novice class.

Among the entries were a number from the G.W.R.

Special premiums and medals were awarded by the Suffolk and Shire Horse Societies, and Mr. W. E. Cox, Mr. John W. E. Flowers and Mr. George Gotheridge officiated as judges for the Shires, and Mr. E. J. Gaymer for the Suffolks.

Special premiums for long service and good character were awarded to drivers for not less than 25 years' continuous service with one firm. The premier prize, the Isabel Constable of £3 10s. 0d., was this year awarded to Mr. John H. Davies, for 48 years' service with E. Wells & Son, Ltd. The London Cart Horse Parade Society's special premiums of 20/- each were awarded to Mr. George Clare, 41 years' service with Whitbread & Co., Ltd.; Mr. Henry Rockhill, 41 years' service with Schweppes & Co., and Mr. Henry Bailey, 40 years' service with Whitbread & Co., Ltd.

Twenty-one premiums of 10/- each for 31 years' service and over, and thirty-seven of 5/- for 25 years' service and over were also awarded.

Among the visitors was General Gouraud, Military Governor of Paris.

Sir Walter Gilbey, Bart., president of the Society, in proposing the health of the judges and officials at the subsequent luncheon, said that they were threatened with legislation to prevent the use of the horse in certain London streets. He presumed that this was in consequence of the great congestion that had arisen. He emphatically denied that it was the horse that was causing the congestion. Oxford Street had been singled out for experiment, and that he considered was the thin edge of the wedge for keeping horses off all the streets. He had known Oxford Street and its traffic for 55 years and he did not consider that it was a question of horses impeding traffic there or any other street in the West End. He could prove that the real causes of the congestion were the omnibuses, motor coaches and lorries. Sir Walter pleaded for a fair proportion in dealing with traffic. From an economic point of view the use of horses in certain forms of business was an absolute necessity. Statements, he said, had been laid before the Traffic Commissioners on the subject. Even the Minister of Transport had acknowledged that for town work and short hauls the horse was still the most economic. To drive horses off the streets of our cities would be, he considered, not only a grave injustice to traders, but it would also be serious for the breeders of horses.

Field-Marshal Sir William Birdwood, in responding to the toast, said it was a joy to see that they were able to produce the magnificent horses that had been exhibited.

Miss Birdwood, daughter of the Field-Marshal, presented the awards and N.S.P.C.A. brass badges to the successful drivers at the subsequent march past of prize-winning turnouts.

# C.O.D. by Air.

To meet the requirements of persons poorly served by other means of transport in the outposts of the Empire, Eggar, Forrester & Verner, Ltd., 3, Billiter Avenue, London, E.C.3, have inaugurated The "Eggarplane" Service of Air Transport. By arrangement with Imperial Airways, Ltd., the "Eggarplane" Service offers an opportunity to our manufacturers and the large stores to develop their trade in products and commodities urgently needed by our kinsmen all along Imperial Airways African and Indian Routes..

The Service is a Mail Order business, the commercial side of which undertaking has been entrusted to Eggar, Forrester & Verner, Ltd., by Imperial Airways.

The scheme is that the latest catalogues and price lists of the leading Manufacturers and Stores who have joined in the "Eggarplane" Service are classified and advertised at every Imperial Airways Station throughout the Empire, and the "Eggarplane" Service Order-form is supplied so that purchasers on the highways and byways of the Empire, requiring service from home, may fill in their requirements on the spot. These orders are sent to Eggar, Forrester & Verner, Ltd., by Air Mail, and the goods so ordered are obtained under the "Eggarplane" Service and returned by the next outgoing Imperial Airways plane, payment, in full, being made on delivery. Thus, within certain limits, purchasers out of touch with our great suppliers can obtain, within a minimum of time, any article sold in this Country at London retail prices, plus the cost of transport. We understand that many of the leading British Houses are very enthusiastic in their support of this scheme.

In this service Eggar, Forrester & Verner, Ltd., are confining themselves to the Air Routes, thus keeping clear of all existing agencies.

All supplies collected by the firm from all suppliers are carried together in the firm's own container at a bulk rate of freight, thus avoiding the minimum which would be charged on each item if sent separately to each individual consignee by each individual supplier. The saving which may be effected is illustrated in the case of 12 packages sent recently to Basra. The bulk charge was £1 13s. 4d., as compared with £5 if each parcel had been consigned separately. This order was delivered within seven days of its receipt in London.

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# Law Cases.

## THE HIGH COURT DECIDES A POINT OF MUCH INTEREST TO MOTOR DEALERS.

A QUESTION of considerable interest with regard to the use by motor dealers of their general trade licence was raised in a Divisional Court of the King's Bench, when Westover Garage, Ltd., of Bournemouth, appealed against a fine of £5, and a decision of the Recorder of Bournemouth that they had used their trade licence in such a way as to contravene the Roads Act, 1920. The prosecution in the case were the Bournemouth police.

It was stated that the Act allowed the granting by local authorities of two sorts of trade licences for the use of motor vehicles by dealers and manufacturers, one costing £5 and the other, a "general" licence costing £25 per year. Westover Garage, Ltd., held a £25 one. Last October they were endeavouring to sell a customer a 30 cwt. motor lorry and to demonstrate it fully they loaded it with the class of goods it usually would be expected to carry and ran it, under their trade licence, over the roads it would be expected to work. When the lorry reached a destination some 40 miles away the goods, which were the property of a customer of the prospective purchaser of the lorry, were delivered and the lorry came back empty. It was not denied that the demonstration was *bona fide,* but the police intervened and prosecuted the dealers alleging that they had gone much further than their licence allowed them to go and had used the vehicle for the delivery of goods for the financial benefit of a would be purchaser of the lorry. The Recorder, before whom the case ultimately went, affirmed a fine of £5 imposed on the appellants. He stated that he had no doubt about the *bona fides* of the demonstration run but he considered that the police were right in their contention. The most the demonstrators could do was to load the vehicle and keep that load on it until the return journey was completed.

For the appellants it was suggested that the Act said they could use the vehicle for demonstration in any way satisfactory to the purchaser and that was what they did. They at no time made profit for the demonstration. If what they had done was wrong they could get no more for their £25 licence that they could for a £5 one.

On the other hand, the submissions of the police were that the law did not allow an unlicensed motor vehicle to be used under a general trade licence for purposes of carrying goods for the profit of a possible purchaser. If the licence allowed the delivery of loads of goods, then there was a possibility of a crafty tradesman obtaining from motor dealers a number of demonstration runs and having his goods delivered free of charge to himself. However innocent the unfortunate motor dealer might be it was obvious that unscrupulous traders might make use of him, his cars and his general trade licence to benefit themselves.

In reply, appellants' Counsel pointed out the absurdity that would arise if the act of the police was upheld. A motor dealer might load a demonstration car with his prospective customer's goods and run it right up to the door of the person for whom the goods were intended. But he could not deliver the goods. He would have to say "I'm sorry, here are your goods, but, as I am demonstrating this car I must take them all the way home again or I shall be prosecuted."

The appeal was dismissed with costs and the decision of the Recorder affirmed.

The Lord Chief Justice said while the Act gave the owner of a general trade licence power to use vehicles on the roads for certain purposes, one of them being for demonstrations to would be purchasers, he did not think, for one moment, that it was anticipated or provided, that the licence would allow a collateral user for the pecuniary benefit of the prospective buyer. There was no doubt that the carriage of passengers or goods for profit to the licence holder was distinctly barred. Here it did not follow that, to demonstrate the value and use of the lorry, the goods with which the vehicle could properly be loaded for that purpose, could be delivered for the financial or other benefit of the person for whom the demonstration was carried out. Of course, no question could be raised about the mere fact that the lorry was loaded with the prospective purchaser's goods to make the demonstration more effective.

## EXCEEDING THE SPEED LIMIT.

### AN IMPORTANT POINT FOR OWNERS OF COMMERCIAL VEHICLES TO NOTE.

IN a King's Bench Divisional Court, composed of The Lord Chief Justice and Justices Acton and Branson, on May 14th, Mr. Edward Weatherhogg, the Chief Constable of Rotherham, appealed against a decision of the Rotherham Justices by which they dismissed a summons against a lorry driver named Percy Johns, under the Traffic Act, 1930, for, it was alleged, driving his lorry on the highway at a speed greater than that allowed by the Act.

Mr. Johns' address was given as at Foster Street, Hull.

Mr. F. W. Gentle, appearing for the appellant, said the proceedings were brought under the section of the act which fixed the speed limit of heavy vehicles like the lorry driven by the respondent at 20 miles an hour. Section 10 of the Act laid it down that a person should not be convicted solely on the evidence of one witness who expressed an opinion as to speed and not as to an actual fact. It was alleged that a policeman on a motor cycle followed the respondent's lorry for some miles and, according to the speedometer on the cycle, the speed of the lorry was 28 to 30 miles an hour. When he stopped the speedometer returned its pointer to zero. The Justices held that the evidence given by the policeman was merely of opinion as to the speed of the lorry, as it could not be supported by the production of the speedometer indicating that speed or any person other than the policeman who saw it at that time. The police, however, argued that the constable was a witness as to actual fact and that the offence had been proved.

The Lord Chief Justice said the Court was of opinion that the constable was a witness as to an actual fact. It would appear that it was plain that the speedometer, when tested, was accurate, and that it indicated the speed sworn to by the officer as he kept pace with the lorry. It did not seem to the Court that such evidence was merely of opinion and the appeal would, therefore, be allowed.

The other Judges agreed and the case was sent back to the Rotherham Justices with instructions that the charge on the evidence they had heard had been proved.

## NEW TRAFFIC ACT OFFENCES.

IT was laid down by the Chorley magistrates recently that if a tractor-drawn threshing machine is moved along the highroad, the driver or drivers, under the Road Traffic Act which described such a combination as a "light locomotive," must have driving licences.

Henry Dawson, Haigh, and Allen Pilkington, Standish, were summoned for driving a light locomotive without licences, and Pilkington was further summoned for driving a light locomotive being a person under 21 years of age. The employer, Mr. J. M. Aspden, of Chorley, was summoned in each of the three instances for permitting the offences.

Mr. L. B. Wallwork, for defendants, pointed out that these were offences created by the Road Traffic Act. Dawson had driven the machine in question six years.

Aspden was fined 7s. 6d. in each case and the other defendants were ordered to pay costs.


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# International Federation of Forwarding Organisations.

## Meeting at Amsterdam.

THE large number of delegates from organisations affiliated to the International Federation of Forwarding Organisations who attended the meeting held at Amsterdam on May 28th, proved clearly that the interest of European forwarding agents in the work of the Federation remains unabated.

Mr. Paul Lehmann, the President, presided.

Amongst those present were: Mr. Frank J. Gerson (representing the British Association of Shipping and Forwarding Agents, London), Dr. Paul Dumont (Schweizerischer Spediteurenverband, Berne), Mr. I. W. Cadenius, Helsingfors, Consul Olaf Forsblad (Nordisk Speditor Forbund, Kopenhague), Mr. Josef Schwarz (Zentralverband der Spediteure, Vienna), Mr. Richard Kirchenberger ("Globus" and "Swask," Prague), Mr. A. J. Driest and Dr. M. H. de Jong (Scheepvaart Vereeniging Noord, Amsterdam), Mr. Hans Blum and Dr. Walter Kes (Verein Deutscher Spediteure, Berlin), Mr. Jos. Albert de Ryckere (Federation Nationale des Entrepreneurs de Transports de Belgique, Antwerp), General Secretary Mr. Siegfried Balla (Landesverein Ungarischer Spediteure, Budapest), Vice-President Mr. Roger Brunet and Babian Fernande (Federation Nationale des Commissionnaires de Transports, Transitaires Agents Maritimes et Assimiles, Paris), Dr. C. B. Ingwersen (Danks Mobeltransport Forening, Kopenhague), Director Ludwig Weiss of the Federation's central office at Vienna, and the Secretary, Mrs. Helene Weiss (Vienna).

Dr. de Jong welcomed the delegates in the name of the Scheepvaart Vereeniging Noord which association were the hosts of the Federation. He expressed the hope that the delegates would enjoy their stay at Amsterdam and would carry away with them happy memories of their visit.

The President referred to the great loss the Federation had sustained by the death of Mr. Girolamo Spitzer (Zagreb), a member of the Committee, who, Mr. Lehmann said, had never spared himself in his efforts to forward the work of the Federation.

After the adoption of the minutes of the last annual meeting held at Antwerp, on June 4th, 1930, correspondence which had been conducted by the Federation was referred to. The Federation has addressed to the chief banking organisations in several countries a memorandum following upon a resolution passed by the last meeting concerning the transfer of documents from banks to forwarding agents and from forwarders to customers upon the value being reimbursed by cheque, and a number of suggestions for the protection of the forwarding agents were made. From the answers received from the "Reichsverband der Bankleitungen" at Berlin, and the Bank Corporation of Switzerland, it would appear that the banks have full knowledge of the demands of forwarding agents so that the Federation hopes some good for forwarding agents will result.

The Federation has, in accordance with a request made by the Forwarding Agents of Bulgaria, communicated with a number of steamship companies protesting against their continuing competition with shipping and forwarding agents.

The Annual Report of the Federation, the adoption of which was proposed by the President, referred to the fact that the Federation had had a successful year and had been very active. The objects of the Federation are becoming known more and more amongst forwarding agents and the efforts made to obtain the affiliation to the Federation of all European Forwarding organisations are nearing a successful issue. It is regretted that so far it has not been possible to ascertain the name of any Italian organisation with authority to negotiate with the Federation for affiliation of Italian colleagues.

The report details all the work carried out by the Federation and in closing points out that in most matters the Federation has to take the long view, and success in all directions cannot be expected immediately but it is confidently expected that eventually international regulations satisfactory to all will be drawn up covering all questions brought to the attention of the Federation.

The report was adopted.

Dr. M. H. de Jong submitted the accounts which were passed.

Mr. Hans Blum then initiated a discussion on the question of the economic situation of the world and the outlook for the forwarding trade. He expressed the view that it will be difficult, in view of the present economic position, to find a special remedy for the forwarding trade which is governed by the success of commerce and industry. In any case, one could help the situation to some extent by arrangements made with local organisations, even if one had to admit that in view of the present bad times one could not count on a full adherence to rates and conditions.

The discussion that ensued was very informative and agreements come to by agents in various places to ease the position were mentioned.

Mr. Handelsrat Kirchenberger referred to competition by railway companies, and Mr. S. Balla proposed that steps should be taken to ensure that firms complied with recognised rates and conditions or else be subject to penalties.

Dr. Walter Kes speaking on the question of Railways and Road Transport soon showed that he was master of his subject. He mentioned particularly the treatment accorded to a certain firm of Forwarding Agents by the German Railways and suggested that a memorandum on the matter should be addressed to the German Minister of Traffic, pointing out that the Federation had concurred in his actions up till now but pointing out the danger that would threaten not only German forwarding agents but those in all other countries if the treatment referred to was continued.

The remarks by Dr. Kes which were supplemented by Mr. Blum were the prelude to a thorough discussion of the matter, and in the result it was agreed that a memorandum of a more general character should be addressed to the German Minister of Traffic.

Dr. Paul Dumont, of Berne, a Vice-President of the Federation, in an excellent address, referred to the work of the International Chamber of Commerce and the League of Nations Committee on Economy so far as it affected the interests of forwarding agents and the question of traffic, and he expressed the hope that forwarding agents would be given the opportunity to participate in this work.

With regard to the liability of forwarding agents for duties according to the Customs laws of the various countries. Mr. Josef Schwarz, a vice-president of the "Zentralverband der Spediteure" Vienna, explained the chief principles governing treatment in this matter in the various countries. As, however, he had at his disposal, information on the subject from but a very few countries, he expressed the hope that all organisations affiliated to the Federation would forward what information they had on the matter to the Secretary of the Federation, so that, after considering all points of view steps could be taken to bring about an improvement in the general and legal position of forwarding agents.

Dr. C. B. Ingwersen reported on the question of the hindering of furniture van traffic by payment of Customs bonds. An active discussion ensued and the points made will provide material which will enable the Federation to commence a campaign in this matter.

Mr. Ludwig Weiss, of the Federation's Central Office, reported the action taken on various matters by the Federation. He mentioned the Black List; Uniformity in Forwarding Laws; Court of Arbitration and the linking up with the legal aid departments of the affiliated associations; General conditions of carriage applicable to the forwarding trade: Adoption of a system of universal nomenclature for services rendered by forwarding agents; Proposed Year Book; Rendering assistance in collecting outstanding accounts, etc.

A number of Motions tabled by delegates resulted in instructive discussion which gave the Federation facts upon which action can be taken.

Budapest has been chosen as the venue for the next General Assembly of the Federation.

If the success attained by the Federation up to the present time is not overwhelming, members fully demonstrated at this meeting their great enthusiasm for and interest in the work the Federation is doing, and, as usual, the time allotted for discussion proved altogether insufficient. This is proof if proof were needed, that the formation of the Federation was an absolute need and must, sooner than may be anticipated bring about many urgently needed improvements in the forwarding trade which will benefit all.

For the first time since the Federation began to function the French forwarding agents sent delegates to this meeting, so that now one may hope that in a very short time all European forwarding organisations will be banded together in the Federation.

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In our next issue an abstract of a paper entitled "Railways and Road Transport Competition in Central Europe" by Mr. Ludwig Weiss, Managing Director of the Federation, will be printed.

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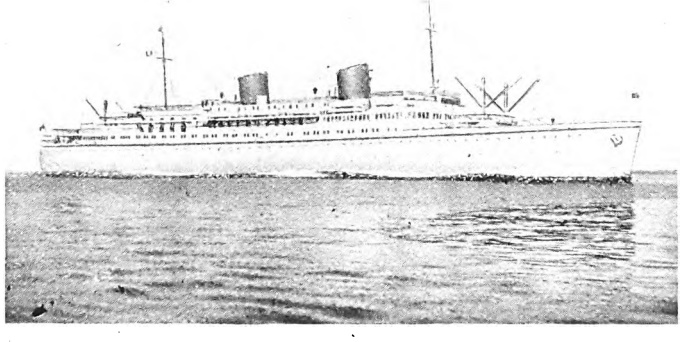
# News from the Ports.

**Liverpool Shipping and Forwarding Agents' Association.**—At the May meeting of the Liverpool Shipping and Forwarding Agents' Association, the time of the Council was fully occupied in considering matters of domestic importance. Mr. J. A. Eckes, a member of the Council, made a speech at the annual meeting of the Liverpool Chamber of Commerce, of which he is President, that has attracted much attention in business circles. He said: "As a port Liverpool is tremendously strong and virile, and even if we must acknowledge the loss of some departments of trade to other centres, such losses come from no inherent weakness in ourselves, but rather from outside causes, resulting from economic upsets, which have been followed by re-shuffling and re-arrangement on the part of traders, to meet the thrusts of foreign competition and the new conditions in the home and world markets. Our foreign trade has suffered severely, and will suffer more by the elimination of the merchant from most branches of our export trade. Our export trade is in a difficult way and efforts that are being made to displace this tried and trusted friend, the merchant, is running in the face of the old, but none the less, true adage, 'don't swap horses whilst crossing the stream.' Skilled knowledge such as we require in our export trade comes only from personal contact with the innumerable markets we seek to serve."



M.V. "VICTORIA."
LLOYD TRIESTINO.

**Cosulich Line. Maiden Voyage of m.v. "Victoria."**—The m.v. "Victoria," intended for service on the Grand Express Europe-Egypt via Adriatic route, will commence her maiden voyage from Trieste on June 27th—six weeks ahead of the date previously fixed—and will re-sail from Alexandria on July 4th. This vessel, it is hoped, will enable Lloyd Triestino to exceed their own speed record for the crossing, as the time for the crossing from the coast of Italy to the Eastern Mediterranean borders of Africa will be shortened by 8 hours. The principal dimensions of the m.v. "Victoria" are as follows:—Length, 162.50 metres; breadth, 20.54 metres; depth to main deck, 12.95 metres; gross register about 13,500 tons; speed 20.5 knots; engine power, 17,000 shaft horse-power. Many of the latest innovations have been installed for the comfort of passengers. The ship is fitted up so as to carry, with the maximum of comfort, a total of 522 passengers; 237 first, 145 second, 100 third and 40 fourth. The first class accommodation is situated on the upper deck, amidships, and the dining saloon is large and luxuriously decorated. There is at the disposal of passengers a large verandah, smoke room, card room, gymnasium, nursery, writing room, social hall and vestibule as well as ample promenades and space for games and amusements. There is also a ladies' hair dressing saloon. The second class rooms are situated aft and consist of a large dining saloon, social hall, bar, smoke room, writing room and ample promenades very well placed. Some of the cabins in this class will be interchangeable with those of the first class. The third class, which is situated forward, has two, four and six berth cabins, all fitted and furnished in the most up-to-date manner, as are also the dining and smoke room. There is in addition a promenade and a shelter deck. The London offices of Lloyd Triestino (Cosulich Line—Marittima Italiana-Adria S.S. Co., Puglia S.S. Co., San Marco S.S. Co.) are at 16, Waterloo Place, London, S.W.1.

**"Empress of Britain's" Decks.**—For her maiden trip, part of 7,000 square yards of deck on the "Empress of Britain" were laid with rubber flooring by Macinlop, of Manchester, to give elasticity during the motions of the ship.

**Manchester Shipping and Forwarding Agents' Conference.**—Mr. A. Faulkner, Manager for Messrs. Crowe & Co. (London), Ltd., Albert Street, Manchester, has been appointed Hon. Secretary of the Manchester Shipping and Forwarding Agents' Conference in succession to Mr. J. H. Allen who has resigned. Mr. Faulkner has been a member of the Conference since its inception and is a member of the Council of the British Association of Shipping and Forwarding Agents.

**Atlantic Trips for Engineering Students.**—Following the success of the scheme drawn up in 1921 by Mr. W. J. Willett-Bruce to provide Liverpool University Engineering Students with practical experience, the White Star Line has again arranged for a number of students to make the Atlantic voyage in either the New York or Canadian steamers. The students will take watch with experienced marine engineers and assist in the running of engines and boilers, and also take part in the overhaul of deck machinery. The scheme will extend until September and the first student will sail from Liverpool in the "Cedric" on July 11th.

**The Continent via Harwich. L.N.E.R. Large Development Scheme.** — The L.N.E.R. announce that Parkston Quay (Harwich) is to be extended by 1,200 ft. to cope with the increasing traffic to and from the Continent via the Harwich routes. The L.N.E.R. Harwich fleet at the beginning of 1929 consisted of ten steamships, three of which convey cargo only; in 1929 this fleet was supplemented by the s.s. "Vienna" which entered the Harwich-Hook of Holland service in July to be followed by two more similar vessels, the "Prague" which made its maiden voyage in February, 1930, and the "Amsterdam" which closely followed it. The Harwich routes now include daily services to the Hook of Holland, Flushing, Antwerp (except Sundays), Zeebrugge (summer only) and Esbjerg (except Sundays) and the accommodation at the existing quay is now taxed to its limit. It is proposed to extend the present quay in a westerly direction to provide three additional berths of approximately 400 feet each; adjoining the quay will be a new passenger station connecting with the main line and the existing Parkeston Quay Station. Two new sheds are to be constructed each with an upper and lower floor and fitted with all requisite facilities for the rapid handling of both passengers and goods; the marshalling siding will be extended considerably and three 5-ton and nine 30-cwt. cranes will be provided. The Customs accommodation for dealing with Harwich-Zeebrugge train ferry wagons will also be improved.

**Appointment.**—Mr. John Quinn, Chairman of the Newry Port and Harbour Board, has been appointed a member of the Carlingford Lough Commission.

**Tanker Launched at Belfast.**—Harland and Wolff have launched at Belfast a shallow draft steam tanker, "Maracay," for the Lago Shipping Co., Ltd. The tanker has a gross tonnage of 3,840, and is 350 feet b.p. by 60 ft. beam by 17 ft. 6 ins. depth moulded; and it is specially designed for the carriage of petroleum in bulk from Lake Maracaibo in Venezuela. The "Maracay" was christened by Mrs. M'Bride, wife of Captain James M'Bride, Director of the Lago Shipping Co.

**Southampton Docks.**—The contract for the construction of the mammoth graving dock at Southampton has been placed with Messrs. John Mowlem & Co., Ltd., of London, and work will be commenced almost immediately so as to ensure the dock being completed and ready to accommodate the new 73,000 ton Cunarder upon her advent to the Port in 1933. In order to expedite the completion of the work by the earliest possible date Messrs. Edmund Nuttall & Co., Ltd., of Trafford Park, Manchester, will co-operate in the carrying-out of the contract, the total value of which exceeds £1,000,000. Preliminary work which necessitated the building of enclosing banks marking the site of the dock is now practically finished, day and night dredging and reclaiming together with the dumping of thousands of tons of chalk having assisted towards this end. The Southern Railway Company has recently instituted a fast road transport container service for meat and certain other traffics from Southampton Docks to various nearby towns such as Portsmouth, Bournemouth, Salisbury, etc. A fleet of 6-ton "J.J." Thornycroft vehicles has been concentrated at Southampton, and the result of this experiment, which is one of the largest of its kind made by any railway company in this country, will be watched with interest.

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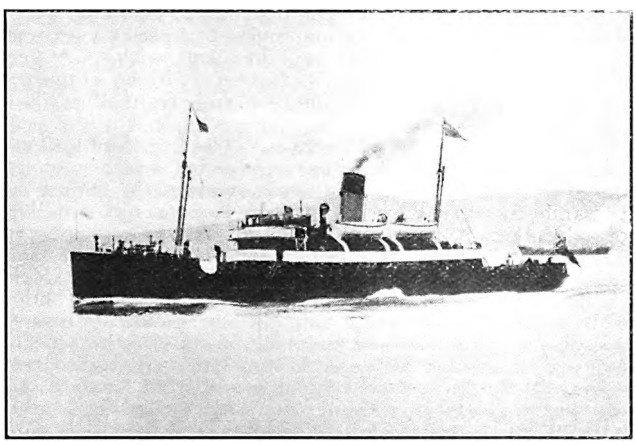
**Important New Works at the Bute Docks, Cardiff.**—The Great Western Railway Company are to be congratulated on their enterprise in providing a new double-track swingbridge, which has been built to carry railway and road traffic across the Lock between the Bute West Dock and Basin, immediately inside the main entrance to Cardiff (Bute) Docks at the Docks end of Bute Road. The bridge replaces the single track swingbridge that has been in existence for many years, and will greatly facilitate the rail and road traffic at a very busy part of the Docks. This bridge and the swingbridge opened in September, 1929, over the Bute East Outer Lock now form a modern and direct road to and from the Queen Alexandra Dock. The new bridge, which is hydraulically operated, consists of two main built-up steel girders with steel cross girders and timber decking, the total length being 90 feet 6 inches and the width over main girders 28 feet 4 inches. Between the girders there are two roadways each 8 feet 5 inches wide, having a division between them on the centre line of the bridge 1 foot 8 inches wide, and footpaths 3 feet 3 inches wide. The bridge, which has been built by the Horseley Bridge & Engineering Co., Ltd., to the design of the Chief Engineer of the Great Western Railway, is capable of carrying the heaviest loads that use either railways or roads. The bridge was officially opened for traffic on May 18th.

**Newcastle Shipowner Chosen.**—The Council of Newcastle and Gateshead Chamber of Commerce have unanimously elected Councillor R. S. Dalgliesh as its representative on Lloyd's Register of Shipping, Mr. J. Emery Tully, whose term of office terminates on June 30th, having intimated that he does not intend to seek re-election.

**Luxury Motor Liner.**—The "Venus," the largest vessel in regular service between England and the Continent, and claimed to be the world's fastest motor ship, is now making a double crossing twice weekly, leaving the Tyne on Tuesdays and Saturdays. The "Venus" makes the crossing to Bergen in 21 hours from quay to quay, with 19 hours only in the open sea, or seven hours quicker than formerly.

## Enterprise of the Southern Railway.

IN a recent issue we referred to the placing on the Dover-Calais route by the Southern Railway of the T.S.S. "Autocarrier" a newly constructed and specially adapted steamship to provide for motorists who desire to visit the Continent in their cars. This twin screw Cross Channel steamer was built by Messrs. David & William Henderson & Co., Ltd., Glasgow, for the Southern Railway's Cross Channel service and has been specially designed for the carriage of motor cars, and their passengers. She is constructed under the



T.S.S. "AUTOCARRIER."
SOUTHERN RAILWAY COMPANY.

requirements of the Board of Trade for a cross channel passenger steamer (Licensed to carry 120 passengers) and is in full compliance with the requirements of the International Convention for the Safety of Life at Sea, 1929. The leading particulars of the "Autocarrier" are:—Length (overall) 230 ft.; Breadth (extreme) 35 ft. 8 ins.; Depth (moulded to Main Deck) 15 ft.; Load Draft 11 ft. 6 ins.; Gross Tonnage 850 tons; Nett Tonnage 280 tons; Complement of passengers and crew provided for, 140.

The general appearance of the "Autocarrier" is characterised by a cruiser stern, complete main deck fore and aft, with forecastle and long bridge deck, above which there is a large deckhouse with navigating bridge and lifeboats, two masts and one funnel. The watertight sub-division is effected by six transverse watertight bulkheads extending to the main deck. Water ballast and feed water is carried in the double bottom and the fore and after peaks are arranged as trimming tanks.

The ship will carry approximately 35 Motor Cars, which will be loaded in and out of the holds by means of two Derricks, each of 5 tons lifting capacity. The motor cars will all be carried under cover, and the head room is sufficient to house the largest type of car. Suitable arrangements have also been made for securing the cars, so as to ensure their safety in all conditions of weather. These spaces are well ventilated by large mechanical fans which have been installed to clear away any gasses or foul air. Fire prevention has also been carefully considered and a full fire fighting system is fitted.

On the main deck forward of the machinery space accommodation is provided in well appointed saloons for ladies and gentlemen. On the same deck the crew are accommodated in the forecastle and right aft is fitted the steam steering gear having telemotor connections from the midship bridge. Above the main deck amidships is the boat deck on which is the general saloon, buffet and lavatory accommodation; here the passengers may have a shower bath, hot or cold at their will. On this same deck also is found in the deck house, accommodation for the officers as well as a wireless cabin. Above the boat deck, accommodation is provided for the Captain and there is also the wheel house for navigation purposes. The ship is lighted throughout by electricity and every consideration has been given to the details for the comfort of the passengers and the safe transit of their motor cars.

The machinery, constructed also by Messrs. David & William Henderson & Co., Ltd., consists of two sets of triple expansion engines having cylinders 15 ins., 25 ins., 29 ins. and 29 ins. stroke working at 200 lbs. pressure. Steam is supplied by two single ended boilers 11 ft. 3 ins. diameter by 17 ft. 6 ins. long, working under forced draft and giving ample power to maintain at sea a speed of 15 knots.

## Port of London Authority.

**Public to See London's Shipping and Docks.**

The public is now afforded for the first time regular facilities to visit the heart of London's dockland.

Such has been the revival in the demand on the part of Londoners and visitors from the Provinces and Overseas for facilities to see something of the world's most important international trade centre that the Port of London Authority have made arrangements for a weekly steamer excursion to the principal docks in the Port. A cruise through the historic Pool of London, the busy Reaches of Limehouse, Greenwich, Blackwall, Woolwich and Gallions and culminating in an inspection of the Royal Victoria & Albert, and King George V. Docks, the largest of the five great dock systems of the Port, is the only practical way to obtain in a short time a real impression of the vastness of the Port of London through which flows more than one third of the total overseas trade of Great Britain.

A steamer will start each Wednesday afternoon from Tower Pier, alongside the Tower of London, a large number of passengers can be accommodated in comfort and there will be facilities for tea on board. The price of tickets is 3s. 6d. for adults, half-price under 18. Special terms are provided for parties of over 10 in number.

Tickets will be obtainable on the pier prior to the departure of the steamer or advance bookings may be made by application to the Port of London Authority, Trinity Square, E.C.3, or the usual Travel Agencies.

**First Consignment of Canadian Butter.**

Owing to the demand for cream in the United States, no Canadian Butter had been sent to London during the past five or six years until the first week in June. Canadian Butter was on June 2nd being discharged from the s.s. "Beaverburn" and s.s. "Alaunia" at the Surrey Commercial Docks.

**Brazilian Oranges.**

London is eating more Oranges. Over 280,000 boxes of Brazilian Oranges had arrived in London this season up to the beginning of this month against 13,000 last year.

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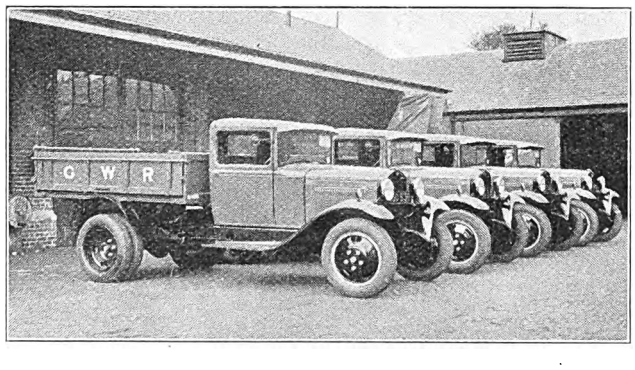
# Railway Notes and News.

**The Railway Barometer.**—The Railway Traffic Receipts of the four Group Railway Companies have now been published for the first 21 weeks of 1931, compared with the same period in 1930 and 1929, and are as under:—

| | 1931 | 1930 | 1929 |
|---|---|---|---|
| | £ | £ | £ |
| Passengers, etc. ... | 24,854,000 | 26,350,000 | 27,337,000 |
| Merchandise, etc. | 22,489,000 | 26,133,000 | 26,618,000 |
| Coal Coke, etc. ... | 13,668,000 | 14,753,000 | 15,158,000 |
| Total ... | 61,011,000 | 67,236,000 | 69,113,000 |

**Great Western Railway Magazine.**—The June issue of the "Great Western Railway Magazine" refers to the rapid progress which is being made with the £8,500,000 G.W.R. schemes of improvements which are being carried out all along the line throughout the system. The Annual Conference of the G.W.R. Social and Educational Union, held at Weymouth last month, is fully reported, and, as usual, this issue contains some excellent illustrations.

**Canadian National Railways.**—Mr. W. A. Kingsland, Toronto, general manager for the Central Region of the Canadian National Railways, formerly general manager of the Western Region, has been placed additionally in charge of the Montreal and Southern Counties Railways, the Oshawa Railway, and the Thousand Island Railway, electric lines operated by the Canadian National.




FOUR FORD 30-CWT. 3-WAY HYDRAULIC TIPPING TRUCKS FOR G.W.R.

**For Heavy Service.**—Five Ford 30-cwt. 3-way hydraulic tipping trucks have just been supplied to the Great Western Railway by Messrs. R. Pratt, Ltd., of Sutton. They will be used in the sand and gravel pits at Theale, near Reading. Our illustration shows four of the trucks ready for delivery.

**Putting Railway Stations on the Phone.**—The growing popularity of the telephone as a time saver is demonstrated by the fact that the L.N.E.R., in co-operation with the General Post Office, have recently installed 900 post office telephones at stations all over their system, including those on lines jointly operated with other companies. Over 500 of these have been provided at stations in rural areas, where in many cases traders are anything from 5 to 20 miles and more from the nearest railway station. No fewer than 142 stations serving the East Anglian agricultural areas have now been equipped with telephone facilities.

**L.M.S. Station Car Parks.**—The L.M.S. Railway announce that following the recent arrangements made for car parking facilities being provided at 89 passenger stations, an extended scheme has now been approved whereby parking facilities are available at some 359 goods stations. The spaces available range from sufficient to accommodate over 100 cars down to small spaces for two or three cars. The charges have been fixed at 1/- for cars and 6d. for three wheeled vehicles, motor cycles, etc. In certain areas reduced charges are in force. Of the 359 parks, 249 are in England and Wales and 110 in Scotland. These 359 goods depots have been definitely scheduled as permanent car parks, but in addition there are occasional parking facilities at a large majority of the thousands of L.M.S. stations and depots throughout the country. In effect motorists may regard any L.M.S. depot as a potential parking place for cars.

**G.W.R. and the Royal Agricultural Show.**—All is now ready for the Royal Agricultural Show at Warwick from July 7th-11th next. The new station at Cape Yard Sidings, which has been erected by the G.W.R. at a cost of £8,500, is complete. Here the whole of the rail traffic, cattle, agricultural implements and other exhibits passing to and from the Show will be handled. The station has a platform of 700 feet in length constructed to afford every facility for the careful and expeditious loading and unloading of the traffic. Special craneage facilities are available and enquiry bureaux and livestock booking offices at the station and on the Show ground itself, where every enquiry will be dealt with. A fleet of between 30 and 40 G.W.R. tractors will be employed for the conveyance of traffic to and from the Show ground.

**Southern Railway Road Services.**—The Southern Railway road freight services have been extended and are operating from 36 railhead centres covering the South of England from Kent to Cornwall. Road vehicles deliver to and collect from any point within a radius of approximately 10 miles from railhead. A notable departure is an Express Road Container Service from Southampton Docks which carries meat in special insulated containers for immediate delivery from the ship to centres in Hampshire, Dorset, Berkshire, Sussex and Wiltshire. Another special feature is a service of Road Motor Horse Boxes to convey racehorses, etc., across London and from London railway terminal stations to destinations within a 30 miles radius. The special road collection and delivery arrangements to assist hop farmers in Kent will again operate in the coming hopping season. The Southern Railway's road fleet consists of 356 motor vehicles—1,220 horses and 1,500 horse vehicles. The total tonnage carried by the Company's road services during 1930 was 1,775,094 tons, including over 16,000,000 parcels.—*Railway Newsletter.*

**Railway Accidents and Casualties in Great Britain During 1930.**—The Minister of Transport has issued a preliminary statement containing provisional returns of railway accidents and casualties in Great Britain during 1930 as reported to him by the Railway Companies. Copies of this statement may be purchased (price 2d.) from H.M. Stationery Office, Adastral House, Kingsway, W.C.2, or through any bookseller.

## G.W. Extend Freight Road Services.

DELIVERY is now being effected of 219 new motors and tractors, ordered at a cost of £127,000 by the G.W.R. for use in connection with big developments in its freight, rail-road services.

They will be used in connection with:—

The expansion of the Company's collection and delivery services as a result of the extension of its free delivery areas due to the growth of housing estates, etc.

The inauguration of new country lorry services serving 12-15 miles from rail heads, and to strengthen certain existing services.

Affording traders cartage facilities for certain lower class traffics consigned by rail at "station to station" rates.

Special Rail-Road contracts and throughout road services especially in London and South Wales for the conveyance of general building materials, bricks, pipes, girder work, timber, roadstone, etc., required for delivery to site.

The concentration of collection and delivery traffic upon one main station serving a considerable area whereby traffic is expedited and economies in working effected.

The development of the Company's container traffic, tractors being specially suitable for the work as they enable the trailer to be left at traders' premises for loading or unloading while the tractor is utilised to full advantage.

The Company now operates 1,331 motor vehicles, 2,380 horses and 3,780 horse vehicles in connection with its freight cartage services, which cover practically every town and village in the territory it serves.

Collection and delivery of traffic is undertaken at 619 of its stations and last year the Company's goods and parcels lorries covered a record of 8,641,362 miles.

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# Air Transport Notes.

**Municipal Aerodrome for Blackpool.**—On Tuesday, June 2nd, the Prime Minister opened the new municipal Air Park at Stanley Park, Blackpool. The aerodrome is controlled by National Flying Services, Limited, and is the home of the Blackpool & Fylde Aero Club.

**Royal Aeronautical Society.**—At the last Council Meeting of the Royal Aeronautical Society, Mr. R. C. Fairey, M.B.E., F.R.Ae.S., was unanimously elected President of the Society for a second term of office. At the same meeting the following were re-elected Vice-Presidents of the Society:—Professor L. Bairstow, C.B.E., F.R.S., F.R.Ae.S.; Lt.-Col. J. T. C. Moore-Brabazon, M.C., F.R.Ae.S.; Mr. H. E. Wimperis, C.B.E., F.R.Ae.S. Mr. Griffith Brewer, F.R.Ae.,S., was unanimously elected a Vice-President in place of Air Vice-Marshal Sir Vyell Vyvyan, who resigned from the Council in March, 1931. Mr. J. Laurence Pritchard is the Secretary of the Society and the offices are at 7, Albemarle Street, Piccadilly, London, W.1.

**Cheaper Empire Air Travel.** — Imperial Airways are finding it possible, in the devolopment of their long-distance routes, to introduce considerably lower air fares on the Empire air lines to India and Central Africa, and many such reduced rates are now operative. Taking London-Cairo as an example, the previous fare was £50, whereas the new single fare is £45. It has not been possible, hitherto, to offer reductions on return fares on Empire air routes, but now long-distance air travellers can effect appreciable savings in this respect. A return air ticket to Cairo and back can, for example, now be obtained for £81, as compared with £100 previously. Another example may be taken in the case of Baghdad. Here the previous single air fare was £81, and the return £162. These figures are now £65 and £117 respectively. Karachi, India, 5,000 miles from London, can now be reached in only a few hours over five days by air at a cost, for a reduced single fare, of £98; only £6 more, it may be mentioned, than the first-class fare by surface transport for a journey occupying 17 days. The new return air fare, so far as Karachi is concerned, is £176 10s., showing a reduction of as much as £65 10s. on the previous return air fare. The reduced air fare from London to Kisumu, on the Imperial Airways Central-Africa route, is £2 less than a first-class journey by surface transport —the figures being £95 and £97 respectively; and yet the air route saves as many as 23 days. Any traveller flying to Central Africa and back by Imperial Airways can now save over 40 days as compared with a similar return journey by land and sea, and do so at a less cost than by first-class surface transport.

**And Now Switzerland!**—An agreement has been concluded between the Service Technique du Département Militaire Fédéral, Berne, Switzerland and Handley Page, Ltd., whereby the Department can fit the Handley Page slotted wing to certain of its types of aircraft. This is another important step towards the world-wide use of slots on all aircraft. Already all the leading air powers are standardising slots or are engaged in negotiations with the Company with that end in view.—"Handley Page Bulletin."

**Over the Andes on an Avro.**—An Avro Trainer fitted with an Armstrong Siddeley Lynx engine, flown by Captain Norman Macmillan, recently had the honour of being the first British aircraft to cross the Andes range. The flight started from Buenos Aires and continued to Puerto Belgrano (350 miles), Neuquen (330 miles) and Chillan (295 miles) this stage including one crossing of the Andes. From Chillan to Santiago (120 miles) the course ran in a northerly direction and conditions were comparatively easy, but the next stage from Santiago to Mendoza (120 miles) included a passage of the Andes with Aconagua (22,868 feet) in close proximity to the course. The flight from Mendoza completed the round trip of just over 1,800 miles, during which Captain Macmillan states the Avro Trainer and Lynx engine performed magnificently.

**British Airman's Success at Cologne.**—Mr. A. C. M. Jackaman, of Highfield, Slough, secured the chief honours at the first international flying meeting held in Germany at Aix-la-Chapelle by winning three events out of six in his Puss Moth and leading the winning team in the relay race. Mr. Jackaman was first in the long-distance race (441 km. in 145 minutes), in the landing competition and in another race. Some 30 British, Dutch, French, Belgian and German pilots competed.

**International Air Fete.**—In order to stimulate interest in aviation and encourage trade for private pilots and manufacturers, the Aero Club, Milan, is launching a gigantic scheme for an International Air Fete, to be held at the Taliedo Airport on the 28th of June.

**Round Sweden Air Race.**—The 1,300 Kilometre Air Race round Sweden organised in connection with the Aero Show at Stockholm attracted 40 entries representative of the best pilots and aircraft in Sweden, Norway, Finland and Denmark. It was flown in two days and included separate classes for land and sea aircraft. Both events were won by pilots using British aero engines, the land plane class being headed by Lieut. Erik Rasmussen, of the Royal Danish Navy, who flew a Dankok machine fitted with a 385 h.p. Siddeley Jaguar engine, and the seaplane class being won by Captain Bremer on a Junkers Junior fitted with an 80 h.p. Siddeley Genet engine. It is interesting to note that Lieut. Rasmussen still holds the Scandinavian height record which he won two years ago on the same aircraft.

**Deutsche Luft Hansa A.G. Air Lines.**—A very comprehensive summer time-table has been published by the Deutsche Luft Hansa A.G. Air Lines and is now in force and will be effective until October 31st. A new air freight tariff is also in force. Full details may be obtained from the London Manager, Air Port of London, Croydon.

**Air Passenger Traffic in United States.**—The total number of passengers carried on the 26 air mail routes in the United States in March was 11,504, according to the Post Office Department. The largest number was on the route from New York to Los Angeles (2,353). The route from Boston to New York came second with 1,960 passengers, and the New York-Atlanta route carried 1,504. For the quarter ending March 31st the number of passengers was 28,368, of which 8,094 were carried in January, 8,770 in February and 11,504 in March.

# Royal Air Force Display.

SEVERAL new features will be presented at the 12th Royal Air Force Display at Hendon on Saturday, June 27th.

The attendance at last year's display of more than 150,000 people constituted a record for an outdoor event on a single day, and arrangements have been made to provide accommodation for a record attendance at this year's Display.

Tickets for the special enclosures and the stands can now be obtained from the Secretary, Royal Air Force Display, Hendon, or from various booking agents.

One of the new events will be the catapulting of a large twin-engined bomber. This land-type catapult operates on an entirely different method from the type used on naval vessels, and has been developed as a portable catapult for use where the taking-off area is restricted.

Two new spheroidal engines, which have many unique features, together provide the necessary forces to propel the aircraft forward. Each of them develops 2,000 h.p. in the course of 3 seconds, and enables the aircraft to take off in about 30 yards instead of the normal run of 300 yards, at a speed of nearly 60 miles an hour.

Compressed air will be used during the demonstration at Hendon, but steam and cordite can also be employed with these engines which can, if required, develop a total of 16,000 h.p.

The catapult and engines have been developed at the Royal Aircraft Establishment, Farnborough.

For the first time an exhibition of refuelling military aircraft in the air will be given. Successful experiments to prove the practicability of aerial refuelling were carried out several years ago by the Royal Air Force, but as there was then no immediate need for departing from the regular practice of filling up aircraft on the ground, the matter was not proceeded with.

For certain technical reasons flying boats cannot take-off with as great a load as land aircraft with equivalent horse-power, and if successful arrangements can be made for refuelling flying boats in the air, their effective range can be greatly increased. Experiments to this end have accordingly been recently restarted, and a demonstration of the method employed will be given at the Display by two Vickers Virginia bombers. Radio telephony will be used for communicating between the two aircraft before the dropping of the pipe line and during the proceedings. The fuel carrier will be auto-controlled so as to ensure that it will fly on a perfectly straight course. The use of an aircraft so fitted is entirely new in refuelling experiments, and greatly assists in securing speedy and successful refuelling.

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# Karrier Motors, Ltd.

## Annual General Meeting.

The annual general meeting of Karrier Motors, Ltd., was held at Huddersfield, on June 4th.

Mr. H. F. Clayton, the chairman of directors, in moving the adoption of the directors' and auditors' reports, said that during the whole of the year they had to contend with a continuous decline in the world trade and their own particular industry had been aggravated at home by the introduction of the Road Traffic Bill, in Australia and South Africa by threatened motor legislation, and in India by the boycott of British goods.

The firm's heavy duty chassis and road cleansing vehicles found a fairly ready market, and the electric trolley omnibus made further progress.

The Karrier road-rail omnibus was completed and thoroughly tested during the year, and a demonstration was given by the London, Midland and Scottish Railway Company early this year with the vehicle, which they had purchased and which would shortly be put into regular service.

The "mechanical horse" had been produced to compare favourably with the single or two-horse dray in regard to (1) first cost, (2) upkeep cost, (3) manœuvrability, and (4) simplicity.

"We believe there are about 30,000 horses still in use by the British railways, and it is with the intention of replacing at any rate a good proportion of these (and others) by mechanical transport that we have designed and put on the market, the two vehicles designated the 'Karrier Cob' and 'Karrier Colt.'"

The four big English railway groups had each placed orders for the "cob" tractors, and one of them had already favoured the Company with two repeat orders. This type of vehicle had also been adopted by various breweries, coal merchants, Co-operative societies, and haulage contractors.

He was pleased to report an increased demand from municipalities for the firm's road-sweeping machines, refuse collectors, and similar types of vehicles.

Profit on trading was roughly £38,300 against £42,700, with net profit £8,041, as compared with £2,097 last year.

Mr. R. F. Clayton, who seconded the resolution referred to the adverse effect of the recent Government legislation on the commercial vehicles industry both on the manufacturing and operating sides.

"I am sorry to say," remarked Mr. Clayton "that the uncertainty of the position created by the introduction of the Road Traffic Bill has not been dispelled now that the Act is on the Statute Book, and our hopes for a more satisfactory position for our industry do not appear to be well founded."

"Whilst we all realise the necessity for regulating traffic and safeguarding the road and the road users, I feel that anything which tends to reduce the demand for our products and thereby increases unemployment is to be deprecated, especially in the present state of trade."

The resolution was unanimously carried.

# Answers to Inquiries.

### Road Maps.

**Question:**—Can you tell me where I can obtain a map showing a complete schedule of the A. & B. roads in the country with index.

**Answer:**—No official map showing a complete schedule of Classified Roads with index is published but we send you a pamphlet giving particulars of the Ministry of Transport half-inch road maps; also the Ordnance Survey Maps as list enclosed, show first, second and third class roads and give a reference at the foot of each map.

### Name on Vehicle.

**Question:**—I notice in a local paper a paragraph to the effect that a farmer was ordered to pay costs for not having his name and address painted on a milk float from which he was selling milk. Can you inform me if the Police were correct in taking action against him?

**Answer:**—Section 75 of the Highways Act, 1835, is repealed by the Motor Vehicles (Construction and Use) Regulations, 1931, only in so far as motor vehicles are concerned. Possibly the owner of the milk float who was summoned and ordered to pay costs, was using a horse-drawn milk float.

**Northampton Road Transport Company's New Address.**—The Northampton Road Transport Company's Northampton offices are now at Transport Chambers, 40, Newland, Northampton. The telephone numbers remain unchanged, viz.:—Northampton 1274 (two lines).

# The Show of a Thousand Horses.

## Final Preparations for Olympia "International."

### June 20th—27th.

Nearly a thousand horses will take part in the ever-popular International Horse Show which will be held at Olympia from June 20th to 27th.

Final preparations are now in hand and Lord Lonsdale and his fellow directors of the unique display will have every reason to be proud of the programmes they will be able to offer the public and lovers of horses and the thrills which this event always produces.

The animals "on parade" and taking part will range from the finest thoroughbreds in the world, handsome hackneys, hardy hunters, to strong pit ponies from the Mon. and South Wales Collieries and the always delightful donkeys of the London costers.

The floral decorations will be on an even more generous and elaborate scale than ever before and the huge Olympia will be transformed into a gorgeous flower garden with thousands of gay coloured hydrangeas, geraniums, marguerites, yellow coleus and golden privet and velvety real grass lawns.

The entries are particularly heavy and the huge ring will be busy from early morning to midnight on each of the seven days the show will be running. The riding classes are especially strong, and many thrilling contests are promised not only in the international classes in which teams from at least five nations will try to wrest the trophies from Great Britain, but also in the classes for hardy hunters and the miniature "Grand National" of the Scurry Stakes in which leading personalities of famous Hunts will take part.

# Society of Motor Manufacturers and Traders.

### Election of Officers for the year 1931/32.

The Annual Election of Officers of the Society of Motor Manufacturers and Traders, Ltd., took place at a Meeting of the Council held on May 21st.

Mr. E. M. C. Instone, J.P., F.C.I.S., succeeds Mr. E. H. Blake as President.

Mr. E. H. Blake, as the immediate Past President, becomes the Depty President of the Society in succession to Mr. J. Maughfling, C.A.

Sir Herbert Austin, K.B.E., Chairman of Austin Motor Co., Ltd., and Mr. J. A. Thomson, J.P., Managing Director of Brown Brothers, Ltd., and Thomson & Brown Brothers, Ltd., become Vice-Presidents in succession to Mr. P. F. Bennett and Mr. A. Perman.

Mr. Leslie Walton, Chairman of Vauxhall Motors, Ltd., is reappointed Honorary Treasurer of the Society for the 7th year in succession.

# Publications Received.

The Air and the Plain Man. By Colonel The Master of Sempill, A.F.C., F.R.Ae.S., Immediate Past-President of the Royal Aeronautical Society (Elkin, Mathews & Marrot, Ltd., 54, Bloomsbury Street, London, W.C.1. Price 3s. 6d. net.). Aviation is a subject of much interest to the man in the street who will no doubt accord a warm welcome to this little book by so well-known an authority on flying as The Master of Sempill. The author points out that this publication is in no sense a technical treatise on flying, but, as its title implies, it is an attempt, and in our opinion a very successful one, to set forth simply and concisely, some of the many facts connected with aviation which, in these days, should come within the knowledge of everyone. The book is divided into fifteen chapters under the following headings:—The rise of commercial and private flying; The flying clubs—what they are and what they do; Learning to fly; Flying as a career; The modern light aeroplane; Touring by light aeroplane; The sporting side of flying: The air and the business man; Private aeroplanes as business aids; The air and the Empire; The aircraft industry; Service flying and the civilian; Britain's place in the air; Gliding and soaring; Airships. In view of the Government's recently announced airship policy, chapter XV, "Airships" will be of much interest to "the plain man." From all points of view this is an excellent little book.

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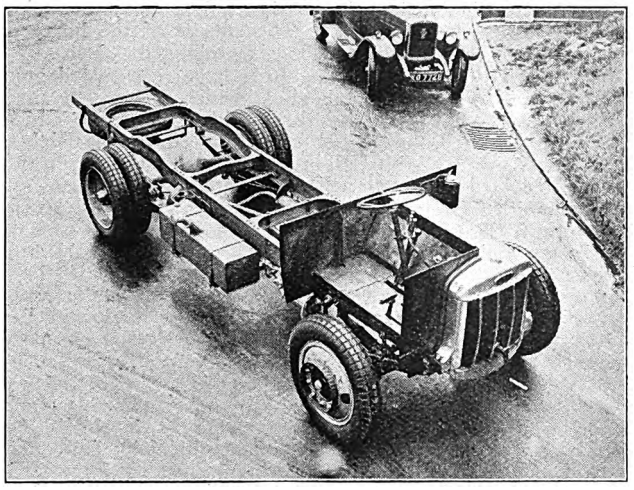
# A New T.S. 4-Ton Chassis.

THOUGH T.S. Motors, of Maidstone, have supplied many vehicles for goods carrying purposes, mainly they have concentrated upon public service passenger vehicles of which their "Empress" model enjoys remarkable popularity in all parts of the world. Now, however, the firm has made a new departure, having specially designed and built a chassis for the transport of goods, for which it has a capacity of 4 tons plus the weight of the body. This chassis may be fitted with either a petrol engine or with a Gardner heavy fuel oil engine.

The petrol engine is a 4-cylinder model with 4¼ in. bore and 5½ in. stroke. The cylinders are cast mono-bloc and have detachable cylinder heads in pairs. 44.5 b.h.p. is developed at 1,000 r.p.m. and 63.5 b.h.p. at 1,400 r.p.m. R.A.C. rating is 29 h.p. Accessibility to all parts is a feature of the engine.



4-TON LORRY CHASSIS SUITABLE FOR SINGLE CAB, TYPE B 39C3.

Without interfering with the tappets, exhaust or inlet pipes, the heads can be removed, exposing the pistons for cleansing and the valves for grinding or removal. The heads can be taken off in a few minutes enabling the pistons to be removed through the tops of the cylinders.

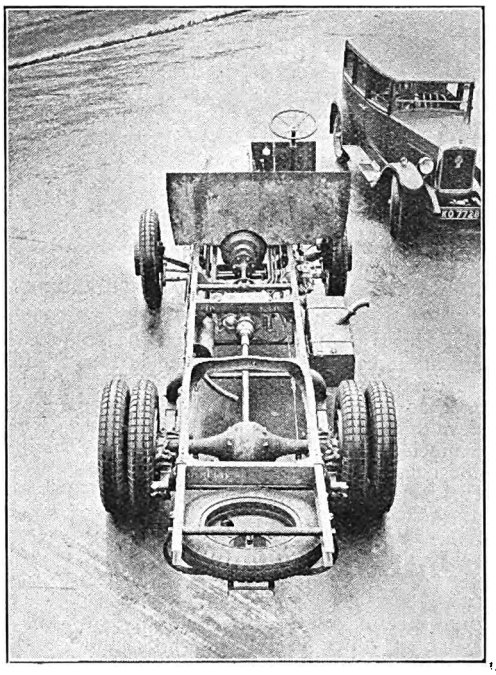
The crankshaft has three main bearings, phosphor bronze white metal lined. A gear type pump is used for lubrication.

The carburetter is a Zenith. Ignition is by H.T. magneto.

Should the Gardner engine be fitted, it is a 4L2 type having a bore of 4⅛ in. and a stroke of 6 in. and is capable of developing 50 b.h.p. at 1,100 r.p.m. It has a five bearing crankshaft, and push rod operated overhead valves, Bosch fuel pump and injection nozzles, a centrifugal governor and a Gardner patented decompression device which permits the engine to be started by hand from cold.

The frame is the straight sided type. The engine is carried on a sub-frame and the gear box on two cross members. The gear box is fitted with four speeds and a reverse. Gear change is effected by selector rods from the front of the box which are carried forward to the change speed gate, situated in the drivers cab, left hand operated.

From the engine to the gear box, power is transmitted from a single plate clutch. The coupling shaft joints between the clutch and the gear box are of the flexible disc type. Those between the gear box and the back axle are, one end, a "Hook" coupling with plain bearings, the other a similar type of coupling and a sliding splined shaft.



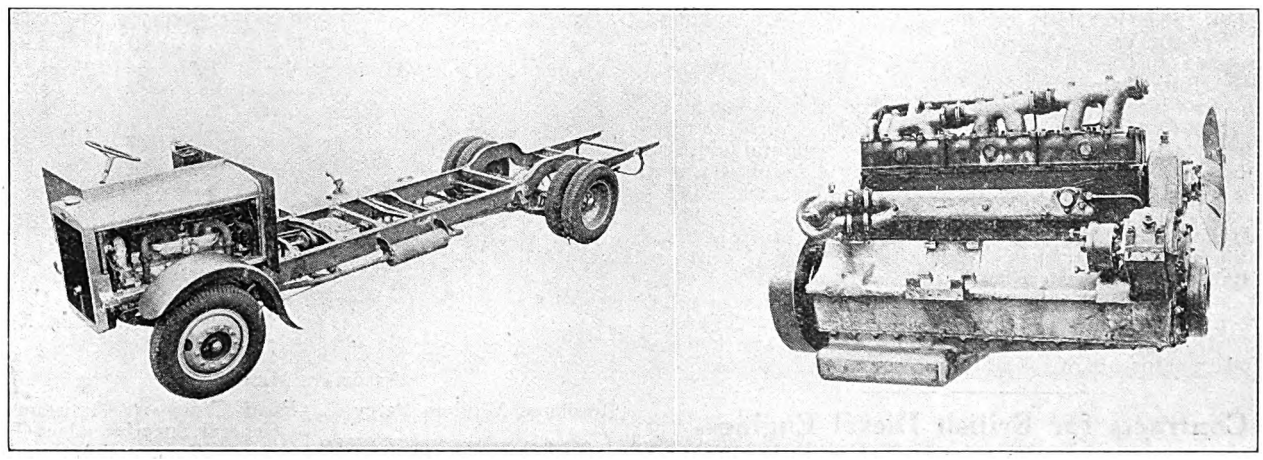
4-TON LORRY CHASSIS SUITABLE FOR SINGLE CAB TYPE B 39C3.

The back axle is the underslung worm type, fully floating with bevel type differential. Four wheel brakes are provided operating on front and rear wheel drums. The hand brake operates on independent drums on the rear wheels. The four wheel brakes are Servo assisted.

The cooling for the petrol model is by gilled tubular type water pump and fan. The Gardner engine requires no fan.

Steering is of the Marles type and chassis lubrication is on the Tecalemit system.

The dimensions are as follows:—wheelbase 12 ft. 8 ins., front track 6 ft. 4 ins., rear track 5 ft. 10 ins., height of



LEFT: THE T.S. 6-CYLINDER COACH CHASSIS. RIGHT: THE T.S. 6-CYLINDER ENGINE.

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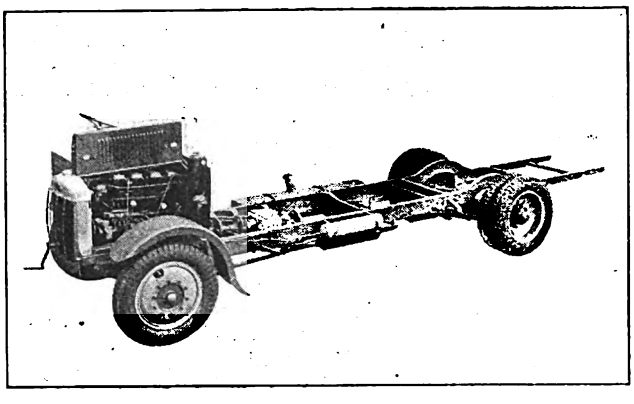
frame loaded 2 ft. 7 ins., overall length 21 ft. 10 ins., overall width 7 ft. 5¾ ins., dashboard to end of frame 17 ft. 1 in., dashboard to centre of back axle 10 ft. 10 ins.

The price of the petrol engine model is £720 with either forward or normal steering. The price includes 12 volt lighting equipment, speedometer and 38 in. by 7 in. Dunlop pneumatic tyres.



26-32 SEATER CHASSIS WITH GARDNER ENGINE.

The above chassis can be supplied for passenger work, the only modification being that the frame is lower and arched over the rear axle. It is suitable for a 26-32 seater body.

Another chassis, the T.S. new 6-cylinder coach which is really a development of the four cylinder models which have gained so much popularity, is certain to enjoy similar popularity. The chassis is designed to carry 36 passengers. The engine develops 110 b.h.p.

## Institute of Transport.

THE opening meeting of the Session 1931-32 of the Institute of Transport, at which Mr. Frank Pick, the President for the ensuing year, will deliver his Inaugural Address, will be held in London on Monday, October 12th, 1931.

The Annual General Meeting will take place in London on Monday, November 9th, 1931.

Considerable interest has been evinced in the formation of the recently sanctioned Graduate and Student Society for Nottingham and District, which it is hoped will be functioning at the beginning of next session. A provisional committee has been set up to consider questions of preliminary organisation and comprises: Lt.-Col. F. Rayner, D.S.O., Chairman; Messrs. G. E. Cowley, A. Dixon, H. Hackney, E. Heaton, W. H. Kirby, W. E. Levers, H. G. Morley, K. B. Powell-Lee, G. H. R. Searson, H. R. Smith, G. Sweet, C. A. G. Watts, W. E. Watts, W. W. Woodcock, and G. G. Goodings, Hon. Secretary (*pro tem.*) whose address is 3, Cowper Road, Woodthorpe, Nottingham.

The first meeting of the current session of the Argentine and River Plate Centre was held on May 29th, when the new Chairman, Mr. C. A. Roberts, delivered his inaugural address. Forthcoming arrangements include the reading of a paper on Statistics by Mr. Richard, of the Buenos Aires and Pacific Railway, on June 26th, and of a paper on a "Stores" subject by Mr. Ll. W. Makin, of the same railway, on July 21st. On the 25th of September a visit will be paid to Mecha on the Buenos Aires Western Railway to view the running shed and cattle wagon cleaning plant. On the return journey an inspection will be made of the Vascongada's plant at Suipacha and a discussion will follow a paper by Mr. K. Marshall on "Modern transport of milk by rail."

## Contracts for British Diesel Engines.

AT a time when industry is labouring under great difficulties and in the face of intense foreign competition it is gratifying to note that there is a definite tendency on the part of British power users to place orders for Diesel engines of British make.

Following on the order of the B.B.C. for four Crossley Vertical Compressorless Diesel Engines for the new Scottish Regional Station, come new orders from England, Wales and the Irish Free State.

The Bridport Electricity Works have ordered a 5 cylinder 325 b.h.p. engine for driving an electric alternator, a 3 cylinder unit is to operate near Beaumaris in the Dinmoor Park Quarries of the Minerals Construction Co., Ltd., whilst the Government Boot Factory at Carlow, I.F.S., have ordered a 3 cylinder set for dynamo drive.

## Gragrip Shoeing.

THAT the horse still plays an important part in our transport system cannot, we think, be disputed, and whilst the use of man's four-footed friend is found to be a sound economical proposition for short journeys which involve frequent stops the question of proper shoeing is one that deserves earnest thought by all horse users.

The Gray Horseshoe Pad Co., Ltd., 13 and 14, Suffolk Street, Birmingham, have for many years undertaken intensive research into the all important question of giving the horse a shock-absorbing grip on the road, and the Gragrip method of shoeing has been known and adopted for long past by those horse owners who realise the necessity of protecting the feet and legs of the horse, thus prolonging its working life and retaining its value.

The Gray Flexible Bridge Pad is a flexible steel bridge (holding rubber, but not in smelly contact with the Frog) which provides a shoe with an everclean resilient non-slip ground or road surface, against which the frog itself actively and effectively functions, thus naturalising shoeing and not only prevents slipping but absorbs jar and produces or maintains sound and healthy feet. The energy of the horse is conserved and the life of the shoe is prolonged.

The Gray Horseshoe Pad Co., Ltd., have recently adapted their Gragrip method of shoeing, which previously had applied only to flat shoes, to shoes with calkins for which they have obtained the British and Foreign Patent Rights, so that now a horse with Calkin shoes can be dealt with and the frog enabled to function healthily and naturally.

An exhibit of Gragrip shoeing is being staged at the Royal Agricultural Show, Warwick (referred to in another part of this issue), and thus many horse owners will be enabled to form their own opinion regarding what we consider to be a just claim that from the economic point of view the extra cost of Gragrip shoeing is cancelled out by the longer life of the shoe and far out-weighed by the increased efficiency of the horse.

As we have said, "Gragrip" shoeing is a "tried and not found lacking" method but we fear not sufficiently well-known or else not so fully appreciated as it should be. Standard works on Veterinary science explain fully this method of shoeing and many Veterinary surgeons have testified that these pads do undoubtedly confer a most beneficial service to frogs, heels and legs.

## Institute of Transport.

THE following gentlemen have been elected to membership of the Institute of Transport:—

MEMBERS.

| | |
|---|---|
| Anderson, John Sloane | General Manager, Metropolitan Railway. |
| Cleminson, Henry Millican | General Manager, Chamber of Shipping of the United Kingdom. |
| Fearnley, Ronald Arthur | General Manager and Engineer, Southend-on-Sea Corporation Light Railways and Transport. |
| Kuit, Albert | Commissioner of the South African Railways and Harbours. |
| Polson, Alexander Rose | Transport Manager, C. A. Parsons & Co., Ltd., Newcastle-on-Tyne. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Bradbury, William Percy | Road Transport Assistant to General Superintendent (Passenger Commercial), London, Midland and Scottish Railway. |
| Chapman, Herbert Sidney | Secretary, Metropolitan Railway. |
| Edwards, George | Traffic Manager, Bury Corporation Tramways and Motors. |
| Hardy, James Alfred | South African Railways and Harbours (Port Elizabeth). |
| Harrington, James Leslie | Southern Railway. |
| Lane, Lawson William | Rhodesia Railways (Broken Hill). |
| MacLeod, Alistair Balmain | Assistant for the Isle of Wight, Southern Railway. |

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# News from all Parts.

**Long-Distance Road Haulage Association.**—At a meeting of Birmingham and district long-distance road transport contractors held last month, it was decided to form a West Midlands branch of the association. Mr. L. W. Gupwell presided and described the present condition of the industry as deplorable. It was necessary to organise, he said, if the industry was to prosper or even to continue its existence. Mr. Gupwell contended that unfair burdens and impositions had been placed on the industry, and that it behoved members to combine for the purposes of joint action and protection. The Association, after only two months' existence, he added, had a membership of 150 firms, representing 1,500 vehicles. Mr. J. S. Nicholl and Mr. Donaldson Wright both emphasised the necessity for co-operation if the industry was to receive the consideration that was so vital to its interests.

**Motorists' Sight Tests.** — The Automobile Association is appealing against the recent decision of the Divisional Court concerning motorists who are unable to read a number plate at 25 yards. The Divisional Court decided that there was no right of Appeal against the refusal of the Licensing Authority to grant a driving licence. It is the contention of the A.A., that under Section 5 (sub-section 5) of the Road Traffic Act, motorists have a general right of appeal, and the present action is being taken in the interests of many motorists throughout the country, who, although unable to read the letters or figures on a number plate at 25 yards, have driven for long periods without accident or infringing the law in any way.

**Midland Centre of the F.W. & R.A. Visit Morris Commercial Cars, Ltd., Soho, Birmingham.**—Recently the members of the Midland Centre of the Furniture Warehousemen and Removers' Association visited the test grounds and works of Morris Commercial Cars, Ltd., Soho, Birmingham. Members were entertained to luncheon by the firm at the Grand Hotel, Birmingham. The visit was extremely interesting and much enjoyed by all.

**"Ovoline" Golden Milestones Competition.**—Brett's Oil & Grease Co., High Level Works, Gateshead-on-Tyne, manufacturers of the well-known "Ovoline" motor lubricant, have launched an interesting competition. On May 4th last a specially-designed Ovoline Display Van started from Gateshead Town Hall on a seven-week's round tour of the Northern Counties and the South of Scotland. It is following exactly a route marked out on a map incorporated in a folder which will be supplied with the competition entry form, and the task of competitors is to estimate what distance the van will cover. The speedometer was read and the mileage at the commencement certified by the Mayoress of Gateshead. The speedometer was then masked and sealed by the Mayoress. The van is due back in Gateshead on June 19th and the seal will then be broken and the mask removed by the Mayor or Mayoress of Gateshead who will certify the number of miles then recorded by the speedometer, the difference being the correct mileage covered by the van during the seven weeks tour. Entry forms for the competition are only obtainable through garages, one entry form being given for each quart of "Ovoline" purchased. The entry forms are numbered numerically, the numbers sent out to each garage being recorded. The first prize is £100, second prize £25 and 25 special prizes each consisting of a 6-gallon drum of Ovoline complete with telescopic "non-drip" tap and quart can with clip for fixing under bonnet of car. The garage which sells the winning quart of motor oil will be given a prize of £25, and there is a second prize of £5 for the garage which sells the quart winning the second prize. A useful little booklet in regard to "Ovoline" motor oils, giving the correct grades to use upon various makes of vehicles, is issued by the firm.

**FORTHCOMING EVENTS.**

| | |
|---|---|
| June 20—27. | International Horse Show, Olympia, London. |
| June 24—26. | Municipal Tramways and Transport Association. Conference at Southampton. |
| July 7—11. | Royal Agricultural Show, Warwick. |
| July 27—31. | First International Conference on Public Cleansing, Guildhall, London. |
| Sept. 10—26. | Shipping and Engineering Exhibition, Olympia, London. |
| Nov. 5—14. | Commercial Motor Transport Exhibition, Olympia, London. |
| Nov. 16—21. | Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall, London. |

**Trolley Omnibuses in the London Area.**—Mr. Frank Pick, Managing Director of the Underground Group, speaking at a luncheon at Fulwell last month in connection with the inauguration of the new trackless trolly vehicles over part of the route of the London United Tramways, said that he was not quite sure whether the occasion was "a funeral or a christening," because they did not really know whether they would own the tramcars for more than two months, or whether they would be taken over by the Government Board. The route extends from Twickenham to Teddington, but shortly the service will be operated through to Kingston, and by the middle of the summer it is hoped that some 17 miles of the London United Tramway system will have been converted to the trolley system. The fleet will comprise 60 vehicles and in general appearance and design they are similar to the L.T. type of L.G.O.C. motor omnibus. The chassis are of similar type—the six-wheeled "Renown" chassis built by the Associated Equipment Company, Ltd., and adapted to trolley omnibus service.

**Leyland's New Telephone Number.**—We are advised by Leyland Motors, Ltd., that they have received a new telephone number owing to changeover to automatic telephones in the Leyland, Lancashire, district. The new

MEMBERS OF THE MIDLAND CENTRE OF THE FURNITURE WAREHOUSEMEN AND REMOVERS' ASSOCIATION VISIT THE WORKS OF MORRIS COMMERCIAL CARS, LTD. MR. F. W. H. WINWOOD, THE PRESIDENT OF THE ASSOCIATION, IS INDICATED BY A CROSS.

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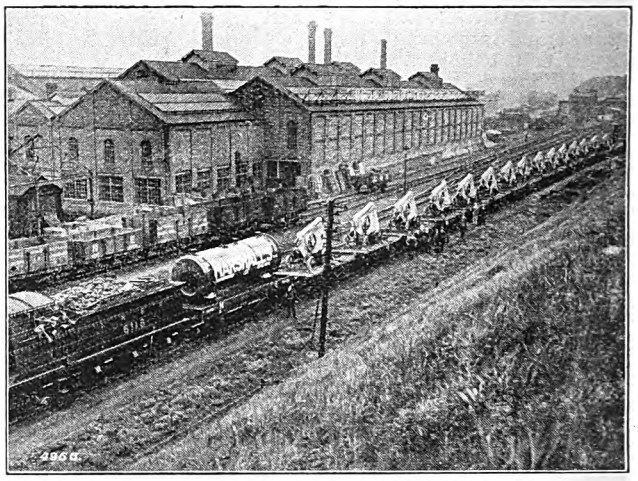
number is 81400. Will all our readers who are interested in Leyland vehicles either as users or prospective users make a careful note of the change.

**Yorkshire C.M.U.A. New Offices.**—The North-eastern Division of the C.M.U.A. has moved its offices from Dewsbury to Wellington Chambers, City Square, Leeds.

**A Smart Removal Turnout.**—We illustrate one of the vehicles in the fleet owned by Mr. Richard Thorpe, the well-known removal and haulage contractor, of North Road, Ripon, Yorks.

A REMOVAL OUTFIT OWNED BY MR. RICHARD THORPE, OF RIPON.



"MARSHALL" PRODUCTS ON THE MOVE.

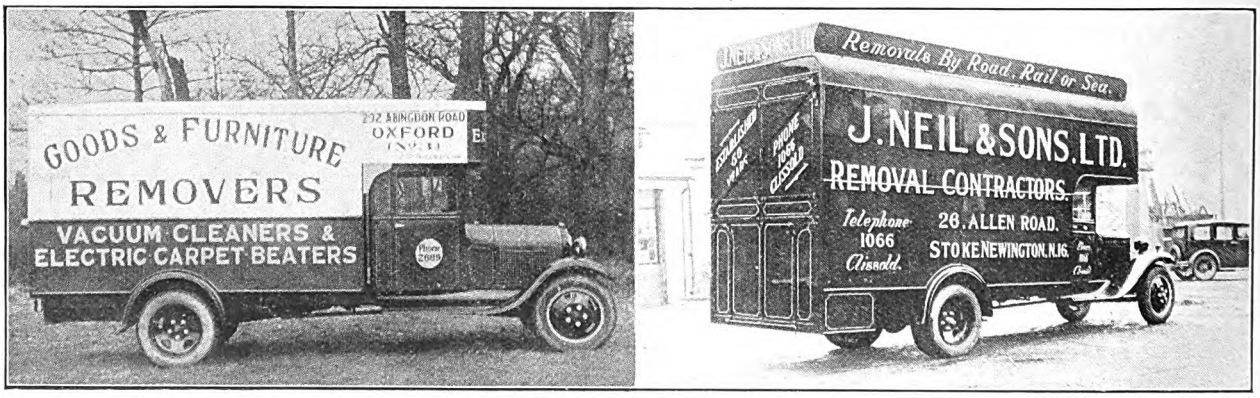
loads, and full details of any particular body to suit operators own requirements will be gladly sent by the firm on request.

**A Trainload of "Marshall" Products.**—The photograph here reproduced shows an interesting trainload of power plant and machinery dispatched from the works of Marshall, Sons & Co., Ltd., Engineers, Gainsborough, Lincolnshire, last month. The delivery included two oil-power road rollers and several boilers of various types destined for India; and fifteen portable steam engines for a continental government contract. These engines belong to the world-famed "Marshall" Class "S" series.

**Trusty "Commers."**—Messrs. Watts & Nephew, Ltd., have an M.C. type Commer which is now in its 13th year. We understand that so reliable has this wagon proved, that they have decided to retain it for further service by having it reconditioned. The Electricity Department of the Bath Corporation has ordered a Commer "G2" (40-50 cwt.) chassis mechanical 3-way tipping body.

**London Transport Bill. Suburban Line Traffic to be Pooled.**—A settlement has been reached by the Minister of Transport with the four main line railway companies, in addition to the agreement with the Underground Group. The settlement with the main line railway companies provides for the "pooling" of their passenger receipts in the London area with those of the undertakings to be controlled by the Board which the Bill sets up.

**Nottingham Chamber of Commerce—Transport Department.**—In order to cope with the increasing traffic on the regular services, the Transport Department of the Nottingham Chamber of Commerce has now opened its own depot or transit shed under the direct control of the department. The depot is situate in Sherwin Road, Castle Boulevard, and consists of a commodious building where the necessary transhipment and the loading of lorries can be carried out completely under cover. The depot has been fitted up with spacious loading docks and the necessary office accommodation, and is being run by the department's own staff. Full particulars of services can be obtained on application to the Transport Manager, Mr. W. Donaldson Wright, at the offices of the Chamber, Smithy Row, Nottingham. Co-incident with the opening of this depot, arrangements have been made for the lorries running from Nottingham to have the use of a large garage in the Tooley Street area of London. This will enable members of the Chamber, particularly those in the provision trade who utilise the services from London, to send in their orders to this depot, when they will be collected for despatch to Nottingham with all speed. The address is:—Messrs. A. J. Gupwell, Ltd., Barnham Street, Tooley Street, London, S.E.1. This depot will deal with any number of consignments of 5 cwt. and upwards, but for smaller quantities instructions for collection should




ATTRACTIVE BODYWORK BY J. H. JENNINGS & SON, LTD., OF SANDBACH, CHESHIRE.

**Jennings Bodywork for Furniture Removers.**—Of interest to our readers will be the photographs which we reproduce of two removal vehicles the bodywork of which is by J. H. Jennings & Son, Ltd., Crewe Road, Sandbach, Cheshire. This firm was established over 150 years ago and can undertake the building of any type of commercial vehicle body.

**Gilford Commercial Vehicles.**—The Gilford Motor Company, Ltd., 465 and 471a, Holloway Road, London, N.7, have issued recently an attractive coloured folder depicting popular types of Gilford commercial vehicles. Amongst the vehicles shown are a 2½-3 ton petrol wagon, a milk float, an open truck for 2½-3 ton loads, a 4 ton furniture van and a biscuit van. The Gilford range of chassis cover all classes of transport from 50 cwt. to 4 ton

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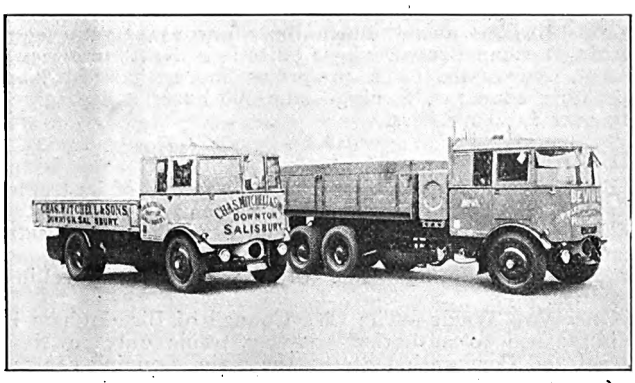
be given to:—Messrs. Carter, Paterson & Co., Ltd., 128, Goswell Road, London, E.C.1.

**Fodens at the Royal Counties Show, Portsmouth.**—At the Royal Counties Show, held at Portsmouth in the early part of this month, the exhibits staged by Fodens, Limited, Elworth Works, Sandbach, included a "Speed-Six" 6-ton pneumatic-tyred steam wagon with standard body (to the order of Messrs. Chas. Mitchell & Sons, Contractors, Downton, Salisbury); a "Speed-Six" 6-ton pneumatic-tyred steam wagon, with three-way tipping body (to the




FODENS AT THE ROYAL COUNTIES SHOW, PORTSMOUTH.

order of Messrs. Murrell's Wharf, Ltd., London); a "Speed-Twelve" 10/12-ton pneumatic-tyred six wheel steam wagon, with three-way tipping body (to the order of Messrs. Frank Bevis, Ltd., Public Works Contractors, Portsmouth); an Overtype Standard Tractor, fitted with winding-gear, suitable for hauling 10/12 ton loads. Our photograph shows two of the pneumatic-tyred steam wagons.

**A Correction.**—In our report of the discussion following the reading of the paper on Warehousing and Transport by Mr. Harry Gaunt, printed in our May issue, we indicated that Mr. Lorimer was connected with Jarvis Robinson Transport, Ltd., of Liverpool. We regret we had overlooked the fact that Mr. Lorimer's association with this Company ceased towards the end of 1928. Our report should have read: "Mr. Lorimer (Collister & Co., Ltd., Tower Building, Liverpool) remarked . . . . ." etc.

**Thornycroft Vans for Glasgow Police.**—Our illustration

"THORNYCROFTS" FOR GLASGOW POLICE.

shows a fleet of six Thornycroft vans in the service of the Glasgow Corporation police. They first began to operate Thornycroft vehicles in 1914 and the vans shown in the photograph were delivered by John I. Thornycroft & Co., Ltd., in 1928. It is understood they have been running very consistently in the meantime and have given altogether satisfactory service. The bodies are of a different type than the earlier vehicles, and the new design was the result of experience gained during the General Strike of 1926. The interior is divided into three compartments, one for female, one for male prisoners, and a third for their police escort.

**Municipal Tramways and Transport Association.**—The following gentlemen have been elected Associate Members of the Municipal Tramways and Transport Association:—Mr. Adam Armstrong, Traffic Superintendent, Pontypridd Council Transport Department; Mr. F. G. Cockayne, Traffic Superintendent, St. Helens Corporation Transport Department; Mr. Thos. Kinghorn, Traffic Superintendent, Edinburgh Corporation Transport Department; Mr. Henry W. Sykes, Traffic Superintendent, Northampton Corporation Transport Department; and Mr. Frank Lythgoe, General Manager, Rawtenstall Corporation Transport.

**Leading the World.**—Sir Felix Pole, Chairman of Associated Electrical Industries, Ltd., and formerly General Manager of the Great Western Railway, speaking at the annual luncheon of the International Association for the Promotion and Protection of Trade in London, referred to the Weir report on the electrification of main line railways, and said that if the recommendations contained in that report are adopted promptly we shall once again lead the world in railway development and efficiency, while at the same time assisting the project for complete electrification of industry and agriculture.

**Staff Social.**—About 120 members of the staffs of the associated companies of the Bradford Storage and Transport Co., Ltd. (Bradford), and Ryburn Garage and Transport Co., Ltd. (Sowerby Bridge), Robert Edwards and Co., Ltd. (Halifax), Hudson and Greenwood, Ltd. (Eccleshill), and Lancia Luxury Tours, held a happy social gathering at Bradford recently. Mr. Hartley Turner (Managing Director) said that with the rapid growth of the concern the directors felt it necessary that the members of the various staffs should know each other better socially as with the fostering of good fellowship he knew that good would be derived from a business point of view. Among those present were Mr. E. B. Hutchinson (Chairman of Directors), Mr. S. M. Sykes (Director), Mr. A. Vine (Secretary), Mr. W. Wright (Accountant), Messrs. C. Downham and F. Bywater (Bradford Storage), H. Hudson and H. Dutton (Ryburn), Greenwood, senior, and junior (Hudson and Greenwood), and M. Crowe (Lancia Luxury Tours).

**Plucky Driver Rewarded.**—The C.M.U.A. Award of Merit medal, which was instituted by the Commercial Motor Users' Association in 1911 for acts of distinction in connection with the use of commercial motor vehicles has just been awarded to Hector Rule, a motor driver in the employ of a haulage contractor in London, for his plucky conduct on the 8th April last in connection with a blazing petrol lorry at a timber yard. Rule was in charge of a petrol lorry in the yard when the fire broke out. The sides of the cabin of the lorry caught alight and his mate, who was on the top of the lorry, jumped off, spraining one of his ankles. Realising the danger of an explosion, as the lorry was near a house, Rule jumped into the cabin and drove the vehicle out of the yard. Firemen then subdued the flames. Rule's hands were badly burned, and he had to receive medical attention. But for his conduct, considerable damage to property and probably loss of life or injury to persons would undoubtedly have been the result.

## MERSEYSIDE.

**Liverpool May Parade.**—Liverpool's famous May Horse Parade took place on Saturday, May 30th. The classes for heavy horses and trade turnouts usually held on the morning of the Pageant, will this year be judged on Saturday, August 1st, the third day of the Royal Lancashire Agricultural Society's show at Liverpool. The holding of the Royal Lancashire Agricultural Society Show in Liverpool necessitated some alteration in the usual programme, but, in view of the fact that the May Parade of Horses has been an established annual function since the year 1866, it was felt desirable to continue with the parade and judge the Decorated Horses on similar lines to previous years. The classes for Heavy and Light Horses, Mounted Police and Cleanest and Best Appointed Horses and Gears are being incorporated in the Royal Lancashire Show. The prizes for the decorated horses were similar to those provided in other years, and the judging was carried out by the Lady Mayoress, who was assisted by a panel of lady judges.

**Hauliers' Comments on Weight Restriction.**—Liverpool commercial motor users have welcomed the news that new regulations are to be shortly issued by the Ministry permitting existing four-wheeled steam wagons up to 14 tons in weight, provided the maximum speed with or without trailer does not exceed twelve miles per hour. Different conditions will apply to steam wagons registered after 1st January next. This is a matter which in the last few months has been a source of worry to haulage firms. Owing to the peculiar traffic conditions of the port, the opinion is strongly held in some quarters that an exemption from the restrictions of gross weight should be given to vehicles working in the Liverpool dock area. Ten and twelve ton loads for horse hauled lorries are common enough. The views expressed by Mr. Harry Gaunt in the paper read before the Institute of Transport, and

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referred to in our last issue, are shared by many. What lorry owners do not like is the curtailment of lorry speeds to 12 m.p.h. when heavy loads are being transported.

**Purchases Sanctioned.**—Liverpool Corporation Health Committee has accepted the following tenders for new motor vehicles:—Messrs. Karrier Motors, Limited, Huddersfield, two motor sweeping machines at the price of £1,041 each; Messrs. W. H. Knibbs and Son, Ltd., Manchester, two motor vans at the price of £260 each; Messrs. T. Coleborn and Sons, Ltd., Liverpool, two bedding vans, £244 10s. each; Messrs. Hill Brothers, Southport, two 30-cwt. motor lorries, £209 12s. each.

## MANCHESTER.

**Haulage Tender Accepted.** — Manchester Paving, etc., Committee has accepted the tender of Mr. T. Lamb, of Manchester, for haulage.

**Six Manchester-London Services.**—There are now six day, night or day-night motor coach services between Manchester and London, the return fare being 25s. in each case. The operators are:—Aniways, St. Peter's Square; Finglands, St. Peter's Square; Majestic, Oxford Road; Manchester Motorways, Piccadilly; Roscoes Services, 17, Oxford Road; Yelloway, St. Peter's Square.

**How to Relieve Traffic Congestion.** — The need for motor bus stations in Manchester was commented upon by the Traffic Commissioner for the North-West area at a recent sitting. He said it would relieve traffic congestion if bus stations were instituted at points north, south, east and west of the city area within reasonable distance of the city itself.

**Orders from South America.**—Mr. Maurice Edwards, of Messrs. Bromilow and Edwards, hydraulic and tipping gear manufacturers, Bolton, has just returned from South America after visiting the Buenos Aires Exhibition. The firm has obtained some valuable business. The number of men working overtime has been increased until now there are 150.

**Prizewinners in Bolton Parade.**—In the Bolton May horse and motor parade, which is a very popular local annual event, prizes were won by:—Horses, 1. James Brown; 2. Herbert Gilston; 3. W. Atkinson; 4. J. Owen; 5. J. Brindle; 6. J. Vivian; 7. D. Tattler. Judges: Messrs. Turner, Moyers, R. Critchley and W. Critchley. Motors, 1. H. Whiteside; 2. W. G. Maxfield; 3. J. E. Crompton. Judges: Messrs. Widdop and Wilcock (Rochdale).

## HULL.

**Proposed Humber Bridge.**—The fight on the Humber Bridge Bill before the Committee of the House of Commons is proving even more lengthy and costly than was first anticipated. At the time of writing it has occupied twenty-three days, and as the many petitioners against it appear to have only just started to put their respective cases it is expected to occupy twelve or fifteen days more. As the Committee sits for only four days a week, and there was a long adjournment over the Whitsuntide holidays, anxiety is being expressed by the promoters that, assuming they get the Bill through the Commons Committee, and later through the House of Lords Committee, there will not be time for it to pass all its stages into law this session. Some of the smaller petitioners have been settled with, but the Humber Conservancy Board, the London and North Eastern Railway Company, who own the docks at Hull, the Aire and Calder Navigation, who are responsible for the dock interests at Goole, and other bodies concerned with the estuary and its navigation, are so convinced of the potential dangers of the proposed bridge that they will fight to the very end.

## NORTH-EAST COAST.

**Bus Tickets Interavailable.**—Motor bus passengers on routes in the North-Eastern area will in future be entitled to use their return tickets on any bus on the same route. This is the effect of an important ruling given by the Traffic Commissioners for the Northern Area at their meeting in Newcastle on June 4th. Having regard to the fact that a very valuable concession is made in the grant of a road service licence, said Mr. H. Riches, the chairman, the Commissioners feel that there should be no insurmountable difficulty in giving effect to this condition.

**Automatic Booking Office.**—What is the first completely mechanized booking office in England, that at Newcastle Central Station, was opened formally on June 2nd. There are open glass fronts, and intending travellers can see the entire operation. The system used is the A.E.G. ticket printer, and two types are in operation. The first is the multi-ticket printer, where the names of the stations are on a cylinder, which is rotated by the clerk to the desired position and the ticket asked for is printed and dated. This one deals at the moment with 1,000 stations but is capable of issuing tickets for 2,500 stations. Also in use are the rapid printers, similar to but larger than those used on the Underground Railways in London; and others which, when 1/- is placed in a slot, deliver the required ticket.

**South Shields as Air Port.**—The Parliamentary Committee of South Shields Council has been considering the development of an air port at the entrance to the Tyne, and the establishment of a marine aerodrome has many supporters.

**Big Bus Association.**—The Big Bus Association known as the Northern Transport Motor Bus Owners' Association is forging ahead under the vigorous secretaryship of Mr. Norman Brown, whose office is in Northumberland Street, Newcastle. It comprises more than 70 bus-operating concerns, owning some 600 buses and employing over 1,650 workers.

## MIDLANDS.

**Birmingham Trams.**—Birmingham is proud of its trams, which is one of the most efficient systems in the country and one of the cheapest, the same time showing a substantial profit. Corporation omnibuses also show a good profit while offering some of the cheapest travelling facilities.

**One Way Traffic.**—The City Council of Birmingham is being asked to authorise one-way traffic only in New Street and Corporation Street, the main shopping centres of the city. Traders were surprised by the suggestion and will undoubtedly oppose it as they feel that it will result in a heavy loss of trade. The whole of the centre of the city will be affected from Snow Hill Station to New Street Station.

**The Traffic Regulations.**—In many ways coach and bus proprietors are finding difficulty under some of the new regulations. Some of the smaller proprietors say they will give up rather than have the trouble and expense of fighting for licences.

**But Station at Shrewsbury.** — Shrewsbury intends settling its traffic problems in a practical way. Connected with the scheme for the construction of an inner loop road is the construction of a central bus station and car park. The scheme, which is now being proceeded with, will involve £54,350 in the purchase of property alone.

## NORTHERN IRELAND.

**Belfast Tramways.**—No manager had, up to the time of writing, been appointed for the Belfast Corporation Tramways, in succession to Mr. William Chamberlain.

**After Half a Century of Railway Service.**—After a half century of railway service Mr. Henry Hunt, secretary and general manager of the Londonderry and Lough Swilly Railway, has resigned. He was appointed to that position about fifteen years ago, after 35 years in the service of the Great Central Railway, England. Mr. Hunt is succeeded by Mr. James Whyte, the chief accountant, who is a native of Co. Donegal, and has been with the company for 20 years.

**A Licence Question.**—When a motorist was summoned at Belfast for failing to produce his licence, he contended that while he would show his licence to a policeman, there was no obligation on him to hand it over, and he was only obliged to hand it over to the court. The magistrate said it was clear it was the motorist's duty to hand over the licence, and he hoped it was not true that motoring associations had advised drivers not to hand their licences to the police.

## IRISH FREE STATE.

**The Transport Problem in the Irish Free State.**—In Dail Eireann, Mr. P. McGilligan, Minister for Industry and Commerce, in moving for a vote of £70,590 to complete the sum necessary for his Department, made a reference to the Free State transport services and the preservation of the existing railway systems. He explained that he was leaving the subject of the transport services over until three Bills in connection with it, which were now being considered, were introduced in the Dail. These Bills would certainly be introduced before the House rose for the summer recess. He made no secret of the fact in connection with his side of transport that the legislation he had made aimed at the betterment and preservation of the existing railway systems. He felt bound to pay special attention to railway requirements. During the end of last year, and early this year, however, after consultation with railway directors, to whom he put certain questions, and had recently received replies, he found it necessary to embark on another line, having the very definite view that the railways of the country must be preserved.

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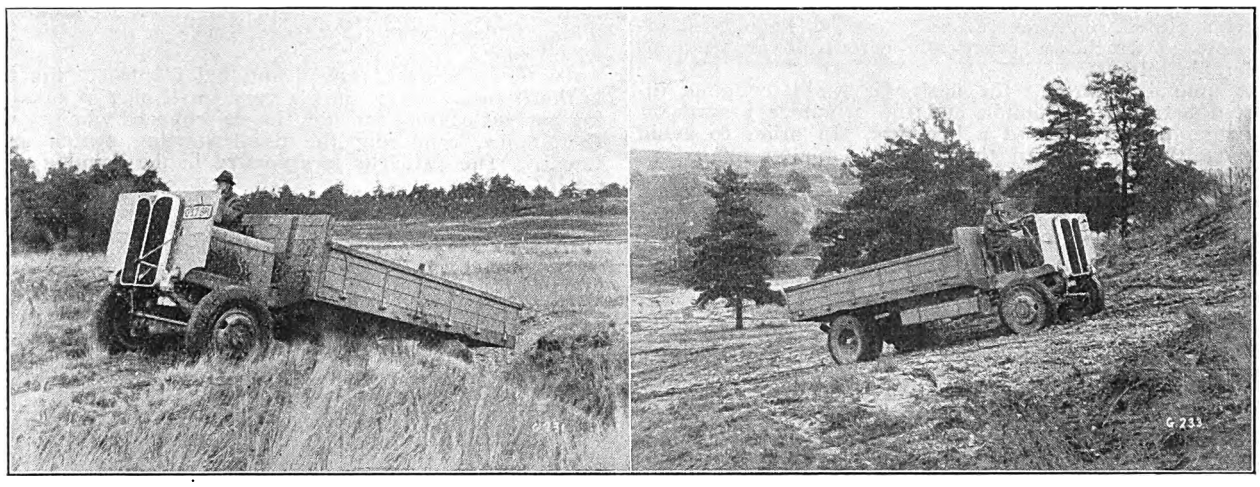
# The "Hardy" 4 and 6 Wheel Drive Vehicles.

VEHICLES on which all wheels are driving wheels are essential for transport under abnormal earth surface conditions and the type is very advantageous for many purposes even under normal road conditions. The first four-wheel-drive vehicle was introduced into this country from America either immediately prior to or during the War. Since then the design has greatly improved not only in engine efficiency and transmission but also in the development of frame suspension permitting the wheels of the vehicle to accommodate themselves to exaggerated surface conditions with minimum movement of the platform from the horizontal. Without this highly developed frame suspension, even the four-wheel-drive vehicle would be heavily handicapped on rough ground.

It took some little time for the four-wheel-drive vehicle to become appreciated. Additional mechanism of any kind is usually looked upon by disfavour by the user and, indeed, by the average engineer, as it adds complication and absorbs additional engine power. Practice has demonstrated, however, that though additional power is absorbed in the transmission mechanism of the four-wheel-drive chassis, it is more than compensated for by the additional road grip or wheel adhesion.



THE HARDY FOUR WHEEL DRIVE CHASSIS MODEL 4/4 DEMONSTRATING ON ROUGH GROUND.

The Four-Wheel-Drive Motor Co., now Hardy Motors, Ltd., 12, Whitehall, London, S.W.1, were first to introduce this type of vehicle into this country and has developed it to an advanced degree towards perfection, and is not only producing four-wheel-drive vehicles but six-wheel-drive also.

Hardy Motors are associated with the Associated Equipment Co., Ltd., of Southall, and in consequence the majority of the units used in the construction of the Hardy vehicles are interchangeable with those of the A.E.C.

The engines used in the Hardy vehicles are the four and six cylindered A.E.C. engines which are of extremely robust construction and comparatively light in weight. They provide easy accessibility to all parts. The camshaft is mounted in the easily detachable cylinder head and runs in an oil trough so that lubrication to all valve mechanism is secured. The six cylinder engines have seven crankshaft bearings and the four cylinder, five. The six cylinder engines with a bore of 110 mm. and a stroke of 130 mm., develop 56 b.h.p. at 1,000 r.p.m. and 110 b.h.p. at 2,500 r.p.m. The four cylinder models, with 112 mm. bore and 130 mm stroke, develop 38 b.h.p. at 1,000 r.p.m. and 65 b.h.p. at 2,000 r.p.m.

The latest chassis placed on the market by Hardy Motors are the models 4/3 and 4/4, the carrying capacity of model 4/3 being 3½ tons, with driver behind the engine, and that of model 4/4, 4 tons, with driver beside the engine.

The power is transmitted from the engine to a single plate clutch. The main gear box is of unit construction with the engine, giving four forward speeds and one reverse. An auxiliary gear box is mounted behind the main gear box and increases the total number of speeds to eight forward and two reverse. Incorporated in the auxiliary box is the drive of the front axle which is automatically disconnected when the four high speeds are engaged and comes into operation only when the four low speeds are in use.

The gear ratios are as follows:—Top 1 to 1, 3rd. 1.59 to 1, 2nd. 2.69 to 1, 1st. 4.37 to 1; reverse 5.33 to 1. Low range: Top 1.86 to 1, 3rd. 2.96 to 1, 2nd. 5 to 1, 1st. 8.14 to 1; reverse 9.91 to 1.

The front axle is of the full floating worm type. The rear axle is a semi-floating worm type and the standard ratio for both axles is 7¼ to 1, with alternative ratios 8¼ to 1 or 9⅓ to 1.

Independent hand and foot brakes operate on the rear axle, the foot brake being servo assisted. The steering is the Marles type. Provision is made for steering the front wheels by universally jointed shafts passing through hollow stub axles with joints central with the steering pivots.

The wheels are of the standard disc type fitted with 34 by 7 in. pneumatics on model 4/3 and 38 in. by 7 in. on model 4/4, singles front and twins rear. Oil gun lubrication is fitted throughout and centralised in two batteries on a side member of the frame. A power take-off can be fitted on the auxiliary gear box and operated through any gear ratio in the main gear box. In addition, a smaller power take-off running at approximately half engine speed may be mounted on the side of the main gear box.

Lighting is by C.A.V. 12-volt battery with dynamo direct driven from the engine. The equipment includes combined head and side lamps, tail lamp, switchboard and battery.

The chassis dimensions are:—Track front 5 ft. 10 ins., rear 5 ft. 7 in., overall width 7 ft., body space 14 ft., wheelbase, model 4/3, 14 ft., model 4/4, 12 ft. lin., overall length, 4/3, 21 ft. 2 ins., 4/4, 19 ft. 2½ in.

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**Increase in Weight of Steam Wagons.**—The Commercial Motor Users' Association has been informed by the Ministry of Transport that new Regulations are shortly to be issued providing that the total weight of an existing 4-wheeled steam wagon is to be increased from 12 tons to 14 tons provided that its maximum speed, with or without a trailer, does not exceed 12 miles per hour, and that in the case of a steam wagon registered after the 1st January, 1932, the total laden weight will be increased from 12 tons to 13 tons provided that it is fitted with pneumatic tyres on all wheels.

**Road Traffic Signs.**—The Minister of Transport, Mr. Herbert Morrison, has decided to set up a Departmental Committee to consider the whole question of road traffic signs. Under the Road Traffic Act highway authorities are allowed to erect traffic signs subject to the general direction of the Minister, but it is felt that before taking any comprehensive action under this section of the Act the whole question should be examined by a committee on which the highway authorities will be represented. Upon their recommendations will largely depend the measures to be taken for carrying into effect any changes that may be found necessary.

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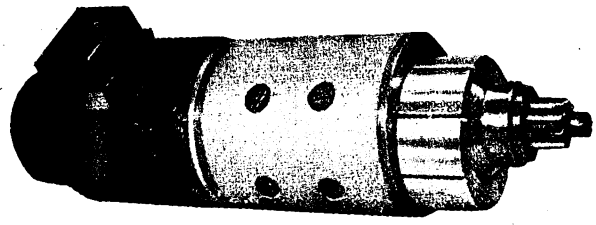
# The Improved Scintilla Starter.

THE high efficiency of the Scintilla magneto is well-known and so much appreciated by the motoring public that the firm now places on the market, with confidence, the improved Scintilla starter, which they claim, that troubles now being experienced with various starting systems, are eliminated.

In designing this machine, Scintilla, Ltd., 14, Clerkenwell Close, E.C.1, claim that they have overcome the continuous troubles which occur with the usual type of



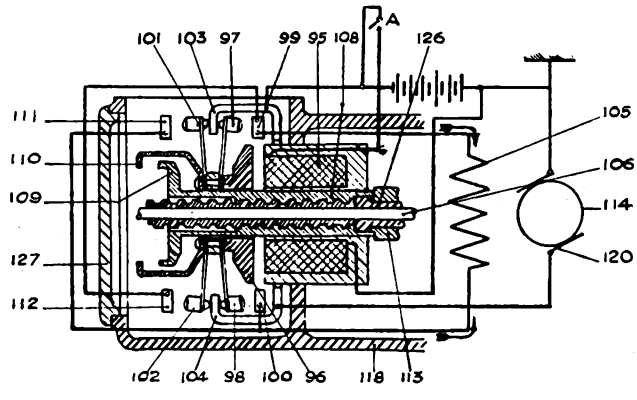
THE IMPROVED SCINTILLA STARTER.

starter pinions and several new features have been incorporated which are practically certain to arouse considerable interest.

A unique feature of the design is a slip coupling inserted between the pinion and the armature to prevent damage in the event of a back-fire. In order to avoid damage being done to the engaging pinion or to the toothed ring of the flywheel, the starter is provided with an automatic reversing switch, which alters the direction of the current in the event of the pinion not engaging. The rotation of the starter is altered by this reversion movement, ensuring a never-failing engagement and minimum wear of the toothed ring of the flywheel.

The following is a detail of the operation:—

By operating switch -A- current is admitted to -95 of the relay. The contact plate -96- with the contact brushes -97- and -98- is attracted to the segments -99- and 100-. A second set of brushes -101- and -102- remains on the contact bars -103- and -104-, one of which -103- is connected to one pole of the battery, and the other one -104- to the



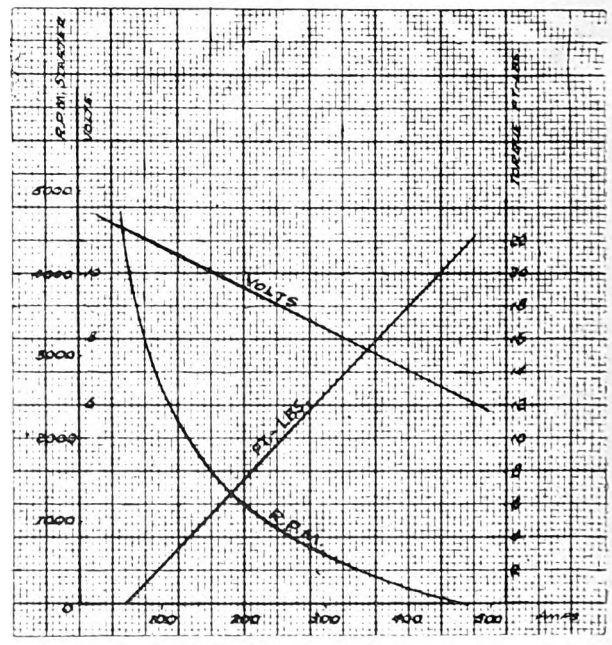

SECTION OF STARTER EXPLAINED IN TEXT.

other pole of the battery via the armature of the starter. A current flows from the contact bar -103- over the contact brushes -101- and -97- to the segment -99-, which itself is connected to the field coils -105-. The connection of the latter with the segment -100- and the contact brushes -98- and -102- transmits a current from the contact bar -104- through the armature back to the battery, thus completing the circuit. The starter is now under current and commences to rotate. Due to inertia, the spindle -106-, to which the pinion is fitted, screws itself out until the pinion engages with the toothed ring of the flywheel and turns the engine until the latter starts.

Should the pinion fail to engage with the toothed ring of the flywheel, the pinion ceases to rotate. The sleeve -108- commences to move backwards, and the flange -109- which comes to rest against plate -110-, pulls the reversing contact plate past the normal position on to the segments -111- and -112-. The current to the field coils passes across the contact bar -103- and contact brushes -97- and -101- on to the segment -111- through the field coils and segment -99- to segment -112- across contact brushes -102- and -98- back to segment -104-. The polarity in the field coils is reversed, and the starter turns in the opposite direction. The sleeve again moves forward to its original position and thus releases the reversing switch. The contact plate is again attracted by the relay coil -95- and the operation recommences, but the pinion is, of course, moved to a different position. This backward and forward movement of the sleeve repeats itself until the pinion finds its way to the next space in the toothed flywheel ring.

Another important unconventional feature of the relay is that it necessitates only a very small part of the starting current passing through the switchboard when starting the engine, rendering the usual starting switch superfluous. The switch is incorporated in the Scintilla starter itself.

This relay also controls an automatic brake which




PERFORMANCE CURVES OF 2HP-9-12V STARTER.

operates immediately the relay current is cut off. The brake has the effect of instantly stopping the rotation of the starter pinion, enabling another start to be made from rest, this mitigating the risk of damaging the gearing.

## Hull Traffic Association.

AT the annual meeting of members of the Hull Traffic Association, excellent reports of the year's work were submitted. Mr. Edward Dumoulin, J.P., presided. As an Association, said Mr. Dumoulin, they existed for the purpose of improving mutually the work and information of traffic managers. The profession needed to be kept up-to-date, and with that object in view they needed the opinions, not only of their own members, but the traffic managers throughout the country. The officers elected were as follows: President, Mr. Edward Dumoulin; vice-president, Mr. J. A. Lacey; chairman, Mr. W. H. Rowley; vice-chairman, Mr. C. E. Douthwaite; hon. secretary, Mr. Percy Smith: and hon. treasurer, Mr. S. Hattan.

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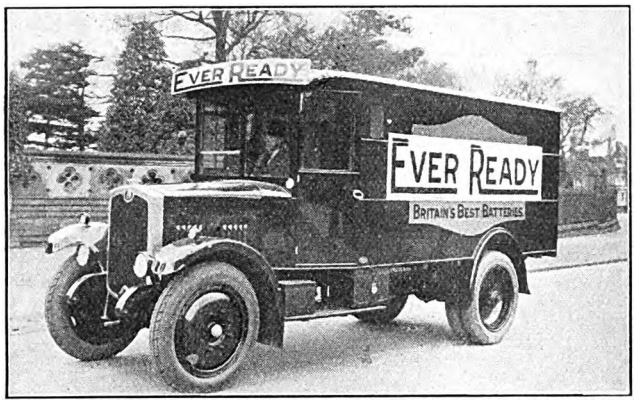
# Motor Notes.

**Fordson Tractors.**—The Ford Motor Co., Ltd., 88, Regent Street, W.1, have sent us a new booklet giving full particulars with illustrations of the new Fordson agricultural tractor. The booklet explains how production costs may be reduced to a minimum and how farming operations may be performed with great rapidity by using the tractor. The price of the tractor is £156.

**Ever Ready Company's Guy.**—The photograph shows a Guy 40/50 cwt. van recently supplied to the Ever Ready Co., this being the fourth repeat order Guys have received from this firm. Guy Motors, of Wolverhampton, inform us that this chassis, whilst being completely equipped and fully up to the Guy standard, is the lowest priced vehicle of this capacity on the market to-day.



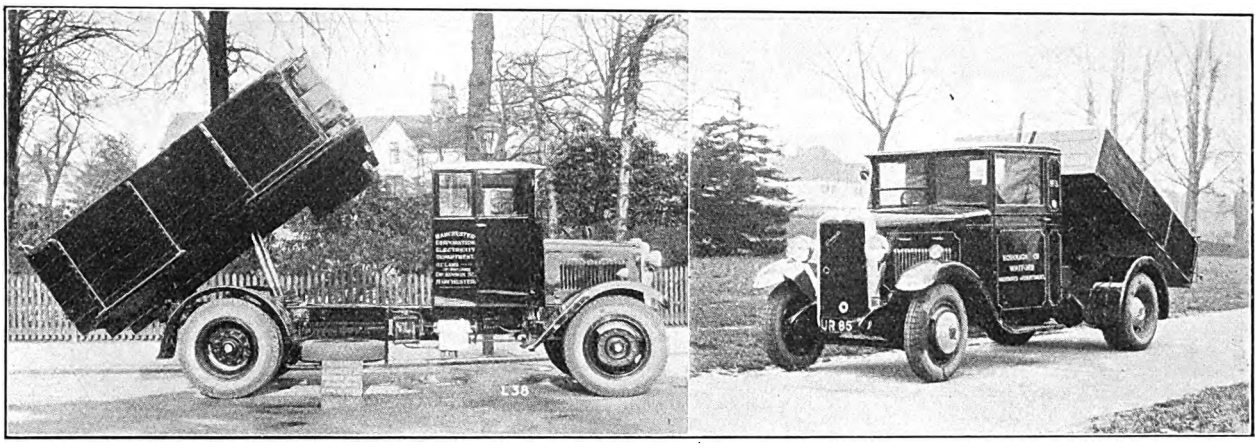

THE GUY VAN REFERRED TO IN TEXT.

**Commer Activities.**—The better to serve Commer users and owners in and around London districts, a new London repair and service station has now been opened at 66, Buttesland Street, Hoxton, N.1, where ample stocks of spare parts for present type and early Commer vehicles will be maintained. Specially skilled mechanics and other Commer experts are always in attendance and the repair and service facilities are such that a complete overhaul can be executed with no greater difficulty than the merest mechanical adjustment. Amongst recent Commer sales we illustrate two vehicles, one being the type G.5 supplied to the Manchester Corporation, and a type G.2 supplied to the Watford Town Council, both vehicles being fitted with tipping gear. The Cement Marketing Company have placed an order with the firm for two vehicles, one being a type G.6 and the other type G.2. Messrs. Robert Aitken & Co., Chemists, of Dunbar, have also taken delivery of a type G.2. The Middleton (Lancashire) Town Council have taken delivery of a type G.2 and the Borough of Gateshead a type G.3. Other recent deliveries include a type G.2 to the Builders Supply Co., Ltd., of Kendal and a G.3 type to the Kent County Council. A G.2 type was supplied to the Vacuum Oil Co., Ltd.

**The Morris Removal Van.**—The removal body shown in the accompanying photograph is mounted on a 50 cwt. Morris Commercial chassis. The vehicle was built for the Berkeley Upholstery, Ltd., 85, New Street, Birmingham, the well-known upholstery manufacturers, to use in transporting easy chairs between Birmingham and London. It will carry a load of 40 easy chairs. This type of vehicle is particularly suitable for carrying furniture and bulky loads. The vehicle was supplied through The Colmore Depot, the Birmingham dealers.

A 50-CWT. MORRIS-COMMERCIAL BULK LOAD CARRIER.

**The "Caswell" Giant Pneumatic.**—The Trowbridge Tyre and Rubber Co. (1929), Ltd., of 54, Victoria Street, Westminster, S.W.1, inform us that they have recently introduced a new line in giant pneumatic tyres known as the "Caswell" Super Service Blue Riband Giant pneumatic Tyre. It is manufactured in all high pressure sizes and in balloon sizes 38 in. by 8.25 in. and 38 in. by 9 in. It is of heavy duty construction and has more plies of cord, a greater tread width and a deeper tread than the firm's standard product. The retail price is competitive with that of tyres of similar design and in addition a comprehensive guarantee of six months service from the date of fitting is given with every tyre supplied.



LEFT: A COMMER TYPE G.5 SUPPLIED TO THE MANCHESTER CORPORATION, AND RIGHT: A COMMER TYPE G.2 SUPPLIED TO THE WATFORD TOWN COUNCIL.

**"Sentinels" on Pneumatics.**—To-day when speed is everything, to permit of the "Sentinel" D.G. Waggons being driven legally at twenty miles an hour, the "Sentinel" Waggon Works, Limited, Shrewsbury, are now prepared to supply either of these models—four or six-wheeled—fitted with pneumatic tyres. A point to be remembered in connection with vehicles of over 5 tons unladen weight fitted with pneumatics is that the licence

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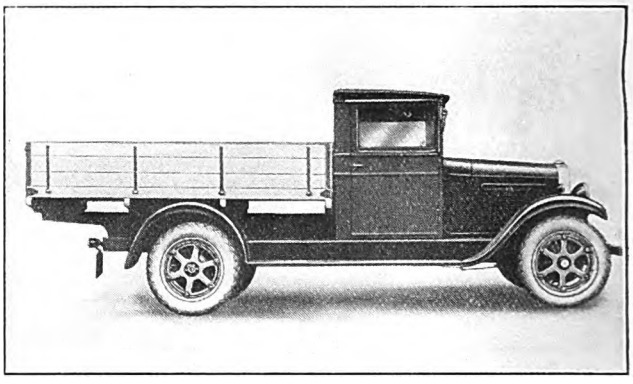
duty is reduced by 20 per cent., in itself a considerable economy. The D.G.4. which is shown in our illustration is one of a number which have recently been ordered and is fitted with single 40 in. by 9 in. high pressure tyres on the front wheels and twins of the same size on the rear. The back axle is slightly arched so that the outer of the twin tyres carries its fair proportion of load when running on cambered roads, thus counteracting overloading of the inner tyres with a consequent increase in durability. The rear wheels run on anti-friction roller bearings and in each of the brake drums there are four brake shoes, one pair in each drum being operated by hand lever from the driver's cab, while the other pair is applied by a steam brake cylinder controlled by a pedal. Very ample braking surface is provided and the rapid radiation of heat

A SENTINEL D.G.4. PNEUMATIC TYRED LORRY.

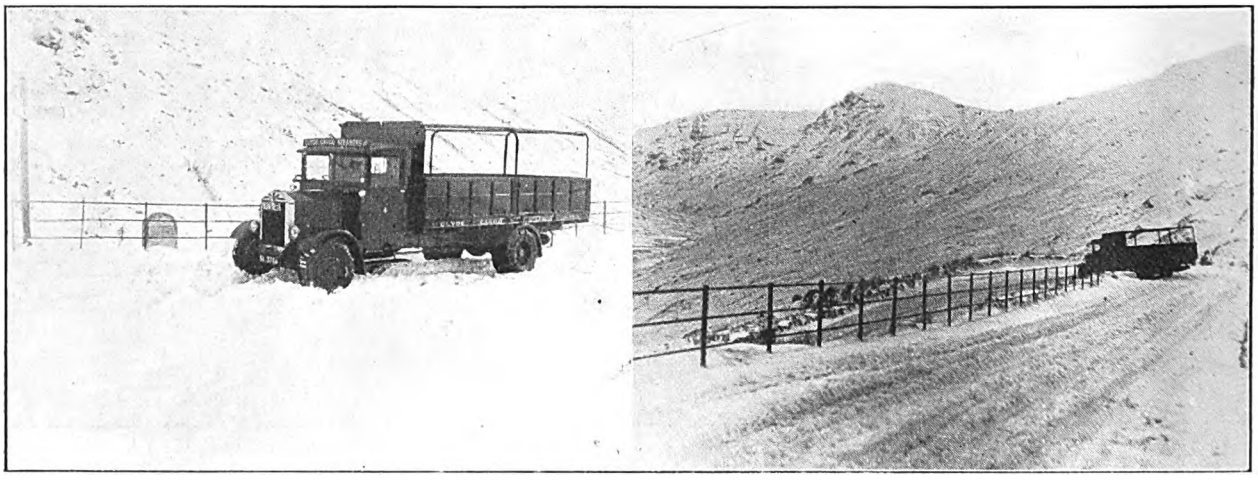


THE NEW WILLYS SIX-30 WITH 6-CYLINDER ENGINE.

generated by the application of the brakes is achieved by fins cast on the outside of the brake drums themselves. A small air compressor, driven by gears from the engine crankshaft and mounted on the crankcase, alongside the dynamo, supplies air under pressure for inflating the tyres. The mechanism of the compressor is of course normally out of gear when the vehicle is in motion but by the simple rotation of a knob on its casing, it can be brought into action when required. When it is being used the engine of the waggon is thrown out of gear with the driving mechanism of the vehicle and runs in neutral. This vehicle drawing a "Sentinel" pneumatic tyred trailer forms an extremely economical outfit and the legal speed at which it can travel is 16 miles an hour, or double that allowed for a solid tyred waggon and trailer.

**A New Willys Chassis for Rapid Transport.**—The latest Willys Commercial chassis has been designed for speed and power, the engine giving its greatest economy at modern cruising speeds. It need not be driven slowly to reduce fuel and oil consumption. Features of the specification are: (1) A 6-cylinder side valve engine of 25.35 h.p. treasury rating, developing 65 b.h.p. with a torque of 135 ft. lbs. at 1,200 r.p.m. (2) A side control 4-speed gear box, with power take-off flange on the right side of the housing. Gear ratios are: top 6.375 to one; third 10.77 to one; 2nd 19.7 to one; first 40.8 to one; reverse 49.85 to one. The rear axle is of the full floating banjo type. (3) Internal expanding self-energising 4 wheel brakes. The front drums are 12 inches, rear drums 16 inches in diameter. The hand brake operates in the rear drums only. (4) Detachable steel spoke wheels carry 6.00 by 20 in. reinforced heavy service truck tyres on the front wheels, and 32 by 6 in. truck tyres on the rear wheels. 6.00 by 20 in. dual tyres at rear can be supplied for an extra charge of £10 (£12 10s. in Irish Free State). (5) Three body styles are available, flat lorry, end tipper and van. The lorry design incorporates two new features. (a) The platform is armoured with flat steel strips, and has no chock rails, giving a clear lift off for heavy classes of goods. (b) The hinged side and tailboards are fastened by pivoting bolts with threaded wing nuts. Chassis price £198 (£215 in Irish Free State).

**Albion Orders.**—The Albion Motor Car Co., Ltd., Scotstoun, Glasgow, announce that Clyde Cargo Steamers, Ltd., who, in addition to their steamer undertakings operate a road transport service between Glasgow and the West Highlands, and have had for some time two 3-ton Albions on regular service. The journey over the notorious "Rest and be Thankful" hill is taken daily and the machines have never had any trouble negotiating this hill. A repeat order was recently received for two 35/55 h.p. 4-ton Albions and these went through their acceptance test on the 12th February. "Rest and be Thankful" was in the worst possible condition, there being deep snow and patches of frozen surface. The two Albions, however, though fully laden, made a steady climb, the only stop being the occasion of a touring car which had got into difficulties owing to the combination of gradient and slippery surface. The surface was so bad that on the hairpin bend at the top some difficulty was experienced in getting round owing to the front wheels when locked over simply pushing the snow aside.



THE ALBIONS ON THE "REST AND BE THANKFUL."

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

— Pharo, Badshot Lea, Nr. Farnham, Surrey, dealer and haulage contractor. £33/12/0. March 25th.

Priors Transport, Ltd., 24/26, Stanworth Street, Bermondsey, London, S.E., transport company. £84/4/1. February 19th.

Leonard Lee, 74, Orchard Street, Collycroft, Warwick, motor coach proprietor. £27/12/6. March 12th.

A. Yarnold, Prospect Place, London Road, Worcester, haulier. £25/18/6. March 17th.

Geo. Alf. Brown, Cuckoo Nest, St. Ives, Harden, Nr. Bingley, Yorks., haulage contractor. £98/2/1. March 16th.

M. Fletcher (widow), 288, Sheffield Road, Chesterfield, Derby, haulage contractor. £52/2/7. March 27th.

Bournemouth Coachways, Ltd., 263, Holdenhurst Road, Bournemouth, motor coach proprietors. £63/5/1. March 2nd.

E. P. Gates, 34, Hamilton Road, Boscombe, Hants., char-a-banc proprietor. £46/2/9. March 30th.

F. King, Westgate-on-Sea, Kent, haulage contractor. £45/7/2. February 5th.

H. E. Johnson, Chapman Street, Grimsby, cartage contractor. £26/15/8. March 25th.

Wm. Armstrong, Adelaide House, Westerhope, Northumberland, haulage contractor. £32/6/7. March 11th.

Ernest Gurney, Main Road, Gedling, Notts., haulage contractor. £25/7/0. March 25th.

J. Cooke & Sons, 95, Windmill Road, Croydon, removal contractors. £70/18/1. March 10th.

H. Lupton, The Cott, Water Lane, Clifton, Yorks., haulage contractor. £42/18/0. March 26th.

Service Transport Co., 13, Pier Street, Hull, haulage contractors. £55/1/1. March 26th.

Thos. Buckley, Arosfa, Ivor Street, Maesteg, Glamorgan, haulage contractor. £25/16/0. March 23rd.

Wm. Willacot, Crystals Wood Bungalow, Heath, Cardiff, haulier. £49/18/9. March 24th.

Edwd. Jno. Pooley, Chapel Farm, Tregajorvan, Carn Brea, Cornwall, haulier. £30/2/8. March 26th.

Robt. Smith, 64, Creffield Road, Colchester, Essex, haulage contractor. £25/16/0. March 9th.

Collins & Co., 4, Fern Street, Bristol, motor engineers and haulage contractors. £106/18/10. March 24th.

P. & R. Burch, Norsbury House, Snells Corner, Horndean, Hants., haulage contractors. £48/9/0. April 10th.

J. Lord, 3, Alexandra Villas, Poulton-le-Fylde, Lancs., haulage contractor. £42/17/0. March 11th.

Geo. Banks, Angel Street, Market Harborough, Leicester, haulage contractor. £27/18/4. April 10th.

Clarence Owen Carter, 59, Ronalds Road, Highbury, London, N., motor transport contractor. £27/4/9. March 20th.

James & Sons (sued as a firm), High Littleton, Somerset, motor coach proprietors. £27/16/4. April 1st.

A. W. Teucher, 1, Oolite Villas, Bishopsworth, Somerset, general haulier. £37/1/1. April 10th.

Victor Haywood (Tdg. as Delph Transport Co.), 19, Oak Street, Quarry Bank, Staffs., haulier. £92/3/4. April 8th.

A. Vidler, Shavenbridge, Northiam, Sussex, cartage contractor. £27/8/0. March 27th.

— Richardson (married woman), The Nest, Grove Hill, Hessle, Yorks., haulage contractor. £29/11/4. April 11th.

Chas. Wm. Iles, Fair View, Dinedor Hill, Hereford, haulage contractor. £51/3/1. April 14th.

Albt. Timson, The Towers, Charing, Kent, haulage contractor. £55/2/1. April 16th.

Saml. Bamford, Quarry Buildings, Hollins Road, Walsden, Lancs., haulage contractor. £46/13/7. March 17th.

# The Gazette.

### The Bankruptcy Acts, 1914 and 1926.
### Bankruptcy Proceedings.

JAMES EVANS, RICHARD HATHAWAY, and GEORGE ACKERMAN trading as James Evans & Co. (otherwise Hathaway, Ackerman & Evans), motor and general engineers and haulage contractors, Neptune Buildings, and Docks Garage, Burry Port, Carmarthenshire. Receiving order and order of adjudication, March 30th.

SAMUEL TANDRIDGE, 4, Chalk Pit Cottages, Caterham Valley, Surrey, haulage contractor. Receiving order and order of adjudication, March 30th.

GEORGE WILLIAM HARRISON, South Brink, Wisbech Saint Peter, Cambridgeshire, haulage contractor. Receiving order and order of adjudication, April 2nd.

FREDERICK RICHARD MILLS, and WILLIAM FREDERICK MILLS, 39, Bury New Road, Bolton, Lancs., haulage contractors. Order of adjudication, April 8th. Public examination, June 9th, at Bolton.

STANLEY BAKER, Lockwood Street Sidings, Kingston-upon-Hull, haulage contractor. Receiving order and order of adjudication, April 10th. Public examination, May 18th, at Hull.

HERBERT WILLIAM WILMOT, 44, Barr's Bank Lane, Lymm, Cheshire, formerly haulage contractor. Receiving order and order of adjudication, April 15th.

JOHN SKINNER, George Street, Fishersgate, Near Brighton, Sussex, haulage contractor. Public examination, June 10th, at Brighton.

HERBERT SUTTON, 212, Barnsley Road, Moorthorpe, South Elmsall, Yorks., lately 214, Barnsley Road, Moorthorpe, South Elmsall, haulage contractor. Receiving order and order of adjudication, April 17th.

SEPTIMUS FLOWER, trading as S. Flower & Son, 4, Margaret Street, Walmgate, Yorks., haulage contractor. Receiving order and order of adjudication, April 16th.

ARTHUR EDWARD HABBERSHAW, 1, Ferndale, Lambert Street, Kingston-upon-Hull, haulage contractor. Receiving order and order of adjudication, April 21st. Public examination, May 18th, at Hull.

GEORGE WILLIAM LOVELL, 1, Pincheon Street, Wakefield, removal contractor, etc. Receiving order and order of adjudication, April 20th.

### Notices of Intended Dividends.

GEORGE HENRY WILSON, 23, Kinderton Street, Middlewich, Cheshire, carting contractor. No. 20 of 1930. Claims to Cyril John Pyke, 12, Lonsdale Street, Stoke-on-Trent, Official Receiver.

FRANK MARSH, trading as "Flint's Haulage," 323, Broad Street, Pendleton, Lancs., haulage contractor. No. 42 of 1929. Claims May 16th, to Ernest Turner, Prudential Chambers, South Parade, Rochdale.

### Notices of Dividend.

JOHN PITCHFORTH, 9, Victoria Street, West Vale, Halifax, Yorks., haulage contractor. No. 18 of 1930. First and final of 10d. in the £. Payable at the Official Receiver's Office, 12, Duke Street, Bradford.

HARRY PARRY, 13, Chapel Street, and The Railway Station Yard, both Conway, Caernarvon, haulage contractor. No. 31 of 1930. First and final of 11½d. in the £. Payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

WALTER SCOTT HUMPHRY, 59a, Leeming Street, Mansfield, Nottinghamshire, also at Newgate Lane, Mansfield, trading as Humphry Brothers, haulage contractor. No. 52 of 1930. First and final of 6½d. in the £. Payable at the Official Receiver's Office, 22, Regent Street, Park Row, Nottingham.

THOMAS DANIELS, Tyllwydyn Farm, Craigcefnparc, near Clydach, Glamorganshire, haulier. No. 1 of 1917. First and final of 20s. in the £, and .26 per cent. on account of 4 per cent interest. Payable at the Official Receiver's Office, Government Buildings, St. Mary's Street, Swansea.

THOMAS WALTER LEE, Kingswood Garage, Ulcombe, Kent, haulage contractor. No. 1 of 1931. First and final of 20s. in the £, and 4 per cent. interest. Payable at the Official Receiver's Office, 280a, High Street, Rochester.

### Order Annulling, Revoking or Rescinding Order.

THOMAS WALTER LEE, Kingswood Garage, Ulcombe, Kent, haulage contractor. No. 1 of 1931. Receiving order dated 5th March, rescinded, and order of adjudication dated March 5th, annulled, under order dated 17th April, 1931, it appearing to the Court that all the debts herein have been paid in full.

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# New Companies.

**Streatham Transport Company, Ltd.** (256,190).—Private company. Registered May 4th. Capital £300 in £1 shares. Objects: To carry on the business of ship and barge owners, carriers of passengers and goods, shipping, forwarding and transport agents, machinery, haulage specialists, jobmasters, motor car, cab, omnibus and coach proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: F. K. Inglis, A. E. Comerford (chairman), R. F. Jones.

**John Wallis & Sons, Ltd.** (8,111).—Private company. Registered in Dublin on May 5th. Capital £10,000 in £1 shares. Objects: To carry on business as general carriers, railway and forwarding agents, furniture removers, storage contractors, etc. The first directors are not named.

**Stamfordham Bus Service, Ltd.** (256,213). — Private company. Registered May 5th. Capital £500 in £1 shares. Objects: To carry on the business of omnibus proprietors formerly carried on by J. Flint, at Stamfordham, as the "Stamfordham Bus Service," and that of carriers of passengers and goods in the North of England. The first directors (to number not less than 2 nor more than 4) are: J. Flint, G. Reah. Secretary: J. Flint. Registered office: Adelaide House, Westerhope, Newcastle-upon-Tyne.

**Seth Smith Brothers, Ltd.** (256,237).—Private company. Registered May 6th. Capital £20,000 in £1 shares. Objects: To carry on the business of commission agents, furniture depositories and warehousemen as formerly carried on by K. J. Seth Smith and F. Seth Smith as "Seth Smith Brothers" at "The Pantechnicon," Motcomb Street, Belgrave Square, S.W. The directors are: K. J. Seth Smith (managing director), Lt.-Col. H. G. Seth Smith (both permanent, subject to each holding 1,000 ordinary shares). Secretary: W. H. Merritt.

**Nunnery Transport, Ltd.** (256,287).—Private company. Registered May 8th. Capital £100 in £1 shares. Objects: To carry on the business of haulage contractors, proprietors of lorries, motors, horses, drays, carts, barges, ships, aeroplanes, etc. The first directors are not named. Secretary: E. V. L. Pepper.

**Mendel's Motors, Ltd.** (256,313). — Private company. Registered May 9th. Capital £600 in £1 shares. Objects: To carry on the business of cartage transport, goods carriers, motor hirers, etc. The directors are: L. Volkovitch, P. Jacobs, I. Mendelofsky, S. Segal. Secretary: P. Jacobs.

**A. J. Toms & Co. (Blyth), Ltd.** (256,379). — Private company. Registered May 13th. Capital £500 in £1 shares. Objects: To acquire the business of warehousemen, haulage contractors, general carriers and forwarding and commission agents heretofore carried on by W. A. Blyth as "A. J. Toms & Co." at Dispatch Buildings, Strand, Swansea. The directors are: W. A. Blyth, Mrs. Edith M. Blyth.

**Hollingdean Haulage Company, Ltd.** (256,424).—Private company. Registered May 14th. Capital £750 in £1 shares. Objects: To acquire the business of a haulage contractor and builders' supply merchant carried on by O. F. St. Martin, trading as "Frank Deacon," at 45, Hollingdean Road, Brighton. The directors are: O. F. St. Martin, T. H. Elderkin, H. O. Russell. The two first named shall be permanent. Secretary: H. O. Russell. Registered office: 1, Pavilion Buildings, Brighton, Sussex.

**W. E. Dawes & Son, Ltd.** (256,437).—Private company. Registered May 14th. Capital £500 in £1 shares. Objects: To carry on the business of general agents, carriers, haulage, cartage and removal contractors, motor and mechanical engineers, motor bus, char-a-banc and taxi cab proprietors, etc. The directors are: W. E. Dawes, C. Dawes.

**W. E. Haultons, Ltd.** (256,465). — Private company. Registered May 15th. Capital £100 in £1 shares. Objects: To carry on the business of haulage and transport contractors, carriers, etc. The directors are: R. M. Lang, E. H. Growcott (chairman), Ivy E. Page. Secretary: Ivy E. Page. Registered office: Parliament Mansions, Victoria Street, S.W.1.

**J. Hobden and Sons, Ltd.** (256,481).—Private company. Registered May 16th. Capital £4,000 in £1 shares. Objects: To carry on business as haulage, cartage, threshing machine, rolling and steam sawing contractors, manufacturers of and dealers in building materials, manufacturers and owners of wagons, lorries, motors and traction engines, ironmongers, dealers in paints, methylated spirits, petrol and oil, founders, woodworkers, quarry proprietors, etc. The first directors (to number not less than 3 nor more than 6) are: J. F. H. Hobden (permanent chairman), J. Hobden, F. Hobden. Secretary: Philly Hobden. Registered office: North Common, Chailey, Sussex.

## Mortgages and Charges.

**Goodfellow Services (1930), Ltd.**—Particulars filed of debentures for sums not exceeding £2,500 at any one time, authorised March 13th, 1931, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £1,500.

**J. & W. Jay (1931), Ltd.**—Debenture dated March 13th, 1931, to secure £500 charged on the company's undertaking and property, present and future, including uncalled capital. Holder: R. J. B. Bushnell, 43, Grove Road, Finchley.

**Harry C. France (Carriers), Ltd.** — Debenture dated March 14th, 1931, to secure £615, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. M. France, 19, Dalmeny Road, New Barnet.

**William Ardley, Ltd.**—Debenture dated March 20th, 1931, to secure £2,200, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: B. G. Broome and J. H. Green, trading as "Broome and Green," 27, James Street, Covent Garden, W.C.

**Wm. Hill & Son (Carriers), Ltd.**—Memorandum of Deposit dated March 24th, 1931, charged on land with garage thereon in Harehills Lane, Potternewton, Leeds, to secure all moneys due or to become due from the company to Lloyds Bank, Limited, not exceeding £7,000.

**G. E. Dodd & Son, Ltd.**—Particulars filed of £3,000 debentures authorised March 25th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**C. Davies and Sons, Ltd.**—Particulars filed of £1,500 debentures authorised March 26th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

**John Tovell, Ltd.**—Charge on properties in Colchester and Abbotts Farm, near Colchester, dated March 27th, 1931, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £10,000.


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

**Advertisement tariff sent on request.**

**The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.**

**Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.**

**All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."**

**Telegrams:** KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6068 (2 lines).


# Our Information Bureau.

**FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.**

**Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

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# Nationalisation of Transport.

IN our May issue in dealing with the London Passenger Transport Bill we stated in plain terms our view that this Bill was the first step towards the nationalisation of Transport. Events which have taken place since then have only strengthened our judgment on this question and we feel it our duty to say something more on the subject, because it is a matter in which every one of our readers is vitally concerned. Speaking at the dinner of the Municipal Tramways and Transport Association held at Southampton, as reported in this issue, Mr. Herbert Morrison, Minister of Transport, in a somewhat long but interesting speech, made his position perfectly plain. Mr. Morrison, during his term as a Minister of the Crown has learnt his lesson fairly thoroughly. In the main portion of his speech, that which is carefully prepared and issued to the press, he does not give much away, so that it is only when he lets himself go in impromptu remarks that we learn something of what he is really thinking. In his speech referring to the co-ordination of Road and Rail Transport, he stated that if he was in office long enough, we should have co-ordination in the National system of Transport or he would get so far that the next fellow would have to do something in the same direction. If he did not, he himself would come back and finish it. We have always deprecated alarmist views and the rather natural desire to exaggerate, which is so common and characteristic of a section of the daily press. We have, however, published in this issue an article from a contributor dealing with this question of nationalisation, because we are so convinced of its urgent importance.

The London Passenger Transport Bill is steadily ploughing its way through the Joint Committee of both Houses of Parliament, under the guidance of the Minister of Transport, ably supported by Sir William McLintock, the well-known Chartered Accountant, who has been retained by the Government to deal with the financial aspects of the Bill. Each week some new agreement is entered into and some opposition has been bought off by the granting of better terms than those originally proposed. It looks, therefore, as though in due course the whole of the Transport organisations to be taken over under the Bill will have withdrawn their opposition and it will come back to the House as an agreed measure, so far as the business interests are concerned. Holding the views he does, there is no blame whatever attaching to Mr. Morrison and he is personally to be congratulated upon his success. The responsibility for the Transport position must largely fall upon those parties in the House who do not accept nationalisation as the millennium for the trade of this country, and who appear to be standing by and allowing the first instalment to go through without serious opposition. Even at the eleventh hour the Socialist Government did not hesitate to reject the Bills for co-ordinating London passenger transport, introduced by the previous Government, which would have kept the control in business hands and free from Government interference. It is not too late, therefore, for effective opposition to be organised in order that a policy which we regard as of the most serious import to the good of this country, should be rejected.

To realise the seriousness of the position one has only to read the reports in the press on the scheme for the electrification of main line railways. The Railway companies having considered the proposals, have submitted their views to the Minister of Transport, who is arranging for a Conference to discuss the problem with them. There is no doubt that the whole scheme turns on the question of finance, and this is being seized upon in more than one quarter as a lever for pushing forward proposals for the nationalisation of our railways. While the railway companies have no objection and are doubtless in favour of electrification, they realise that under present circumstances it is impossible for them to raise the enormous sum of money required to carry through the reorganisation. This is an opportunity for those who openly advocate nationalisation, which they are not slow to take advantage of and they are demanding that Government financial support should only be granted subject to

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Government control. At the Annual Conference of the National Union of Railwaymen held at Ipswich, a resolution was passed approving of the action of the Executive in taking part in the deputation to the Prime Minister, which appealed for legislation providing for the comprehensive national organisation of all forms of Transport under public ownership and control. It is now announced that an important series of resolutions has been tabled for the Trade Union Congress which will meet in Bristol during the first week of September. These resolutions all aim at nationalisation as the goal to be achieved.

All those who believe that private enterprise, as opposed to nationalisation, is still the best policy for this country, should bring all their influence to bear to oppose any measure likely to lead to nationalisation.

## The Motor Industry of Great Britain.

The annual volume dealing with the Motor Industry of Great Britain issued by the Statistical Department of the Society of Motor Manufacturers and Traders gives valuable information, including many tables showing how important the motor industry of this country has become. The present volume just issued offers a mass of figures which if carefully studied will provide full information on any aspect of the industry, which in such a comparatively short time has grown to be of such tremendous national importance. We have briefly reviewed this valuable work in another part of this issue and our reason for referring to it now is to emphasise the necessity for giving the industry full and favourable consideration as one of the greatest factors in providing employment in this country, both in the Home Market and by fostering our export trade. In spite of all the trade depression the industry only shows a very slight reduction in the total number of vehicles produced over 1929, and this activity is largely due to the increase in the number of commercial vehicles, the production having more than doubled in the past six years. While the report states that it is not anticipated that sales of home produced vehicles in the United Kingdom will show any great decrease in 1931, we must point out that there are certain disturbing elements which should not be overlooked. For instance the delay in granting licences to road operators is making it very difficult for the firms interested to place orders for new vehicles and this is becoming a very serious factor in the carrying on of the Motor Manufacturer's business. Another serious question is the difficulty of laying plans for manufacturing vehicles in face of the constant stream of orders and regulations which have been pouring out from the Ministry of Transport for the last few months. The motor manufacturer may well despair of carrying out the wishes of his customers and at the same time of conforming to all the regulations necessary to secure licences under the Road Traffic Act. It should be the primary object of the Government to encourage the motor industry in every possible way by lightening its burdens, by removing unnecessary restrictions and by reducing the heavy load of taxation under which it is now suffering.

## Technical Transport Education.

One of the most important subjects dealt with by Mr. R. Stuart Pilcher, the retiring President of the Municipal Tramways and Transport Association, in his address at the Annual Conference at Southampton, was that of technical education for Transport men, a subject in which we have always taken a very special interest. Those who attended this important annual Congress, of which a comprehensive report appears in this issue, realised the importance of the statement made by Mr. Pilcher, that a special committee had been set up at the instance of the Council of the Municipal Tramways and Transport Association, comprising representatives of all the important Transport associations, with the object of urging the authorities of our Universities to deal with this important subject. Although no list was given of the Associations which were co-operating in forming this committee, we are informed that the organisations who have been invited to take part with the Municipal Tramways and Transport Association are the Commercial Motor Users' Association, the Institute of Transport, the Motor Hirers and Coach Services Association, the Omnibus Owners' Association, the Tramways, Light Railways and Transport Association and the Joint Committee of the Association of Technical Institutions and the Association of Principals of Technical Institutions. It is well-known that America is a long way ahead of this country in providing technical education for those engaged in Transport and Mr. Pilcher, in his address, referred to the work being done by several Universities in the United States and Canada. The support of the Institute of Transport in this work is particularly valuable, because the subject of Transport education is one which has held a foremost place in its activities since it was founded. The examinations in Transport held every year by the Institute, are of very great value to all young men hoping to rise in their profession and the knowledge and experience of the Institute should be of the utmost value to this committee.

## For Which Many Thanks.

Since our last number there has been issued another crop of Regulations and Amending Regulations made by the Minister of Transport under the powers vested in him by the Road Traffic Act, 1930. These Regulations are dealt with in another part of this issue. When Robert Burton wrote somewhere about the sixteenth century "That which is a law to-day is none to-morrow" he summed up the position in which those engaged in road transport find themselves at the present time. The Road Traffic Act, 1930, is the framework of the law to regulate traffic on roads and of motor vehicles, and Regulations made under that Act were expected but not in quite such bewildering profusion. No doubt eventually matters will be sorted out and the community will benefit by the placing on the Statute Book of this monumental piece of legislation, but meantime transport operators, particularly those interested in the motor coach must be pausing and asking themselves "where are we." The Minister of Transport stated in the House of Commons recently that thirty-one Orders and Regulations had been made under the Act of which three had been revoked and suspended by subsequent Orders or Regulations and that of the remainder a number dealt with the fixing of the dates of commencement of different sections or other formal matters. The Minister then went on to say that it was his intention when the Regulations which were of general interest had assumed a permanent form to have them grouped according to their subject matter, and made available in a convenient and compact shape. We hope that happy state of permanency may soon be reached—then we may know where we are for which we shall be truly thankful.

## Co-ordinating Rail and Road Travel.

In this issue we give full particulars, reprinted from the *Railway News Letter* edited by Mr. A. W. Arthurton, Director of the Railways' Information Bureau, of all the Road Passenger Undertakings with which Railway companies have entered into working agreements. This list shows how far reaching have been the arrangements entered into and how deeply interested our great railways now are in the Road Passenger Transport business of this country.

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# Personal Notes.

**Appointment of Sir Francis Joseph, C.B.E., J.P., as a Member of the Overseas Trade Development Council.**—The Department of Overseas Trade announces that on the invitation of Mr. G. M. Gillett, M.P., Secretary of the Department, Sir Francis l'Estrange Joseph, C.B.E., J.P., who was a member of the United Kingdom Trade Mission to South Africa, has accepted membership of the Overseas Trade Development Council. Sir Francis Joseph is Chairman and Managing Director of Settle, Speakman & Co., Ltd., Mossfield Colliery, Ltd., and Bignall Hill Colliery Co., Ltd., and has been President of the North Staffordshire Chamber of Commerce since 1923.

**Firestone's Birmingham Manager.**—The Firestone Tyre and Rubber Company, Limited, announce the appointment of Mr. W. Young as Manager of the Firestone branch in Birmingham. Mr. Young is well-known to many Firestone friends in the Midlands, and has for the past two years been in charge of the Company's Manchester branch.

MR. W. YOUNG.

**New Appointment for Mr. E. R. Park.**—Mr. Ernest Reginald Park, who was for many years connected with The Dunlop Rubber Co., Ltd.'s Overseas Staff, has now joined the firm of R. & J. Park, Ltd., and subsidiary Company—Park, Buckeridge & Co., Ltd., of Dominion House, Thames Road, Chiswick, and would be glad to hear from his many overseas friends.

**Sunbeam Motor Car Co., Ltd.** — We learn on good authority that Mr. W. M. Iliff has requested the Board of The Sunbeam Motor Car Co., Ltd., to allow him to retire from the position of Managing Director, and that the Board have yielded to his desire with expressions of regret at the severance of Mr. Iliff's long connection with this famous Company.

**Inspectorate of Subsidized Transport.** — Major E. H. Fitzherbert, D.S.O., M.C., has vacated the appointment of Chief Inspector of Subsidized Transport and will be succeeded by Major A. N. Travers-Rountree, O.B.E., on the 1st August next. The duties meanwhile are being performed by Major J. T. M. Morton-Clarke, O.B.E., in his capacity as Assistant to the Chief Inspector.

**G.W.R. Legal Appointments.**—The following appointments are announced by the Great Western Railway:—Mr. S. Witherington, Common Law and Chancery Assistant, to be Principal Assistant to the Solicitor, Mr. C. H. Whitelegge, Assistant in Parliamentary and general works, to be Parliamentary and General Assistant to the Solicitor.

**Mr. W. R. Shephard and T.S. Motors, Ltd.**—We are informed by Mr. W. R. Shephard that his agreement as Managing Director of T.S. Motors, Ltd., has been terminated. He remains a member of the Board of Directors. It has been our pleasure to know Mr. Shephard for a good many years and we have watched with much interest the progress of the Company, better known as Tilling-Stevens Motors, Ltd., since he became its managing director. By reason of its early associations our interest in the Company has been particularly keen and we were therefore very glad to see the way in which it made progress under the management of Mr. Shephard, the profits increasing from the low water mark of £3,512 in 1926 to a total of £82,007 in 1929. The year 1930 showed a drop in the profits to £25,706, due to very special reasons apart from the general trade depression. We are glad to know that Mr. Shephard's experience will not be lost to the Company and we trust that the present year will see it regain the prosperity which it enjoyed in 1928-29.

**Goods Agent at King's Cross.**—Mr. F. C. Robbins has been appointed goods agent at King's Cross in succession to Mr. G. B. Massa, who has retired after 50 years service. Mr. Robbins has been Assistant Goods Agent for 11 years and in the service of the railway for 32 years.

**Southern Railway Assistant for Road Transport.** — Consequent upon the retirement of Mr. Robert Buxton, Assistant for Road Transport to the Superintendent of Operation, Southern Railway, Mr. A. E. Hammett, Deputy Assistant for Road Transport, has been appointed as his successor.

**Mr. Frank Lythgoe.**—Mr. Frank Lythgoe, M.Inst.T., the General Manager of the Rawtenstall Corporation Tramways and Motors, is and has been for some time a full member of the Municipal Tramways and Transport Association. In our June issue we gave the names of gentlemen who had recently been elected Associate Members of the M.T. and T.A. in which list we included Mr. Lythgoe, whereas the information we intended to convey was that the Association, in reviewing the work of the past year, had referred to the fact that during that period Mr. Lythgoe had transferred his transport activities from Leigh to Rawtenstall.

**L.N.E.R. Appointment.**—The London & North Eastern Railway Company announce that Mr. J. H. Smeddle, who has been Locomotive Running Superintendent for the North Eastern Area since 1919, has retired under the age limit, and that they have appointed Mr. C. M. Stedman as his successor. Mr. Stedman, who is a former officer of the old Great Eastern Railway Company, held the position of Assistant Locomotive Running Superintendent for the Company's Southern Area from April, 1923, until February, 1926, since which date he has filled a similar position as Assistant to Mr. Smeddle at the North Eastern Area Headquarters at York.

## Obituary.
### Phillip Burtt.

WE regret to record the death, on June 8th, at his home at Harpenden, of Mr. Philip Burtt. The deceased gentleman had held high appointments with the old North Eastern Railway, on which he was in succession, Superintendent, Chief Traffic Manager, Deputy General Manager and Passenger Manager. After his retirement, early in 1914, Mr. Burtt came to London and busied himself with educational and other interests. During the war and for some years afterwards, he lectured on transport at the London School of Economics and he also acted as General Editor of Pitman's Transport Library, and himself wrote a number of books upon transport in which he was so keenly interested. Mr. Burtt was well-known to many of our readers as he took a prominent part in the affairs of the Institute of Transport and was closely associated with the development of the educational arrangements made by that body. Mr. Burtt took a deep interest in China and its problems and about a year ago returned from a long visit to the Far East. He did all he could to promote friendship between Chinese students and our own people. In recognition of his efforts he received a high Chinese decoration.

## Mass Production.

IN "Mass Production" Sir Eric Geddes, Chairman of the Dunlop Rubber Company, has written a convincing tract for these times in which the author declares that, while we may have been dilatory in protecting our industries under the old factory system, further delay will be suicidal under the revolutionary system of mass production. The theme is illustrated with a number of diagrams. Sir Eric makes the point that the foreign mass producer is now in a position to force our unprotected manufacturers into fast increasing losses merely by reducing the latters' volume of trade. He defends the home manufacturer against the charges of lack of courage, enterprise and ingenuity. He argues that British manufacturers in reproductive industry urgently need fiscal protection against mass produced imports dumped in this country at far below full cost. "If," he concludes, "our manufacturers cannot be equipped with the full armour of mass production, our export trade must pass from us. If it does pass, what, I ask you, will be the effect upon the greatest Empire the world has ever known? And what the effect upon the standard of life in our island home?" The book is published by the Pelican Press, 2, Carmelite Street, E.C.4, at sixpence.

*Pressure upon our editorial space has necessitated our holding over instalment IV of the series of articles describing various speciality brakes. The next article will deal with the Lockheed hydraulic brake, to be followed by a description of the Westinghouse Air-Brake in both forms.*

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# Public Service Vehicles.

## Amendment to Equipment and Use Provisional Regulations.

As a result of representations received the Public Service Vehicles (Equipment and Use) Provisional Regulations, dealt with on page 378 of our June issue, have been amended by the Minister of Transport.

The schedule which deals with the first aid equipment that is to be carried on public service vehicles as from August 1st, next, has been revised and a suitable receptacle containing the following must now be provided:—

One 2 oz. bottle Sal Volatile (with amount of dose, mode of administration and a warning "NOT TO BE ADMINISTERED IN CASE OF HÆMORRHAGE" printed on the label); one 1 oz. bottle of iodine (2 per cent. alcoholic solution); one tourniquet; one telescopic splint; one large sterilized dressing suitable for burns and wounds (not less than 3 in. by 3 in.); three medium sterilized wound dressings (gauze and wool or lint and wool not less than 2 in. by 2 in); one roll sterilized cotton wool (not less than ½ oz.); three roller bandages (3 in. by 6 yds.); two triangular bandages or one triangular bandage and one flannel bandage (not less than 2 in. by 3 yds.); one roll of surgical strapping (not less than 1 in. by 3 yds. or ½ in. by 5 yds.); one pair of Spencer Wells pressure forceps; one pair rustless scissors; two eye-pads; one box large strong safety pins.

All materials for dressings and bandages including cotton wool must be those designated in, and of a grade or quality not lower than the standards prescribed by, the current British Pharmaceutical Codex and all instruments and appliances shall be of reliable quality and of suitable design and construction.

NAME ON PUBLIC SERVICE VEHICLES.

It is provided that, as from August 1st, 1931, the name and address of the person to whom a public service vehicle licence is granted shall be painted on the near side of the vehicle.

TRAFFIC COMMISSIONERS GIVEN DISCRETION REGARDING CONDUCTORS ON SINGLE-DECKERS.

The Traffic Commissioners are given a discretion to allow single-decked vehicles with a seating capacity not exceeding 26 to be operated without a conductor if in their opinion the nature of the service warrants such a concession.

With the above exceptions the new Regulations (Public Service Vehicles (Equipment and Use) Provisional Regulations, No. 2, 1931) will have the same effect as the regulations which they revoke.

## Certificates of Fitness and Public Service Vehicle Licences.

The Road Traffic Act, 1930 (Adaptation of Part IV to the Special Area) Order, 1931, which provides, amongst other things, for the exercise by the Commissioner of Police of the Metropolis within the Metropolitan Police District and the City of London of the powers and duties of Traffic Commissioners and Certifying Officers in respect of the issue of certificates of fitness and public service vehicle licences, has now come into force. The Order was made on the 27th February, last, but the provisions of the Act required that it should lie upon the table of each House of Parliament for a period of 28 days, during which the house had sat, before the Order became operative.

In these circumstances it has become necessary to amend the Regulations governing the procedure on applications for certificates of fitness and public service vehicle licences, and the Minister of Transport has therefore made the Public Service Vehicles (Licences and Certificates) (No. 2) Provisional Regulations, 1931, to come into force immediately.

These Regulations revoke the previous Regulations dated 9th February, and the amending Regulations dated 31st March, 1931, dealing with this subject.

The only alterations of substance from the provisions of the previous Regulations in addition to those necessitated by the coming into force of the Order referred to at the Commencement of this Notice are as follows:—

The Regulation dealing with the public service vehicle licence in the case of a vehicle hired by one operator from another has been entirely re-drafted so as to permit of the maximum smoothness and convenience in the operation of legitimate road passenger transport consistent with proper control.

The Regulation now reads as follows:—

If during the currency of a licence the vehicle to which it relates is let on hire the owner of the vehicle for the time being shall be deemed to be the holder of the licence provided that he is already the holder of a licence or that he holds a permit issued to him by the Commissioners to hire public service vehicles for the purpose of using them as contract carriages or as stage or express carriages under a road service licence of which he is the holder or under the Public Service Vehicles (Transitory Provisions) (No. 2) Order, 1931.

Before granting a permit to any person under the provisions of this Regulation the Commissioners shall satisfy themselves that he is a fit person to hold a licence and any such permit shall be revocable at any time by the Commissioners by whom it was granted.

When a vehicle is let on hire and is being used as a stage carriage or an express carriage under a road service licence held by some person other than the person to whom the licence in respect of that vehicle was granted and issued, the person so using the vehicle shall throughout the time that the vehicle is so used cause to be displayed in a conspicuous position either on the windscreen or on the near side of the vehicle a notice bearing in letters easily legible and not less than one inch in height the name of the holder of the road service licence under which it is being used, preceded by the words "On hire to."

This amendment will involve a consequential amendment in the Regulations dealing with the equipment and use of public service vehicles.

Definite provision has been made for the return to the Commissioners of a public service vehicle plate as well as the public service vehicle licence when the holder of the licence ceases to be the owner of the vehicle to which it relates.

## Licensing of London Omnibuses.

With the coming into force of the "Road Traffic Act, 1930 (Adaptation of Part IV to the Special Area) Order, 1931," made by the Minister of Transport for the purpose of adapting and applying to the London Area the provisions of the Road Traffic Act with regard to public service vehicles, the Home Secretary has made the "Metropolitan Short-Stage Carriage Order, 1931," to take the place of the existing London Cab and Stage Carriage Orders so far as concerns "Metropolitan short-stage carriages," that is to say, the ordinary London omnibuses.

London omnibuses are "public service vehicles" within the meaning of the Road Traffic Act, 1930, and their operation on road services is governed by that Act, subject to the modification that, so far as regards their operation in the Metropolitan area, they do not require road service licences, the machinery set up by the London Traffic Act, 1924, being retained instead. The licences for the vehicles and their drivers and conductors will continue to be granted under the provisions of the Metropolitan Public Carriage Act, 1869, and will have effect throughout the country exactly as if they were licences of the corresponding class granted under the Road Traffic Act. Under the new Order a single fee is fixed for the grant of a vehicle licence, the amount being £3 10s., and the fee for a driver's or conductor's licence is 1s. All licences will, as before, be valid for a year unless revoked or suspended, and existing licences, whether for vehicles or to drivers and conductors, will continue in force for their normal duration, as if granted under the new Order.

The new Order came into force on June 15th, and the conditions which it prescribes and the other provisions relating to vehicle and drivers' and conductors' licences are applied as from that date to the holders of existing as well as new licences.

DRIVERS AND CONDUCTORS OF PUBLIC SERVICE VEHICLES.

The Road Traffic Act, 1930 (Adaptation of Part IV to the Special Area) Order, 1931, having now come into force it has become necessary to amend the Regulations governing the procedure on applications for drivers' and conductors' licences and the Minister of Transport has therefore made the Public Service Vehicles (Drivers' and Conductors' Licences) (No. 2) Provisional Regulations. The Regulations, dated June 16th, 1931, came into force immediately.

These Regulations revoke the previous Regulations dated 11th March, 1931, dealing with this subject. In substance, however, they are almost identical with the previous Regulations, the only alterations being those necessitated by the coming into force of the Order referred to at the commencement of this Notice.

## Records of Licences.

The Minister of Transport has made the Public Service Vehicles (Records of Licences) (No. 2) Provisional Regulations, 1931.

The Public Service Vehicles (Records of Licences) Provisional Regulations, 1931, made on April 2nd, 1931, are revoked.

The new Regulations provide that the Traffic Commissioners or the Commissioner of Police of the Metropolis as the case may be shall keep a duplicate copy of every licence granted by them and of every backing of a road service licence backed by them under Part IV of the Act, and such duplicate copy shall be certified by or on behalf of the Commissioners to be a true copy of such licence or backing.

The fee for inspecting, copying or taking extracts from such duplicate copies shall be 1s. in respect of each duplicate copy inspected or copied or from which extracts are taken.

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# The Introduction of Despotic Government.

**The London Passenger Transport Bill: Significance of Recent Enactments: Ministers' Powers: Extermination of Local Authorities: Smoke Screen Authorities Covering the Change to Complete Central Control.**

**By Reginald A. Ryves.**

PERHAPS the most important event of recent years was the acceptance, in principle, by the leaders of the Conservative Party, of the pooling of London Traffic.

The prevalence of a kind of hypnotic influence of the "it-is-of-course-agreed" order, and the unexplained paralysis which has affected, as it still affects, the London daily Press, had prepared the ground by making the Public accustomed to a new element in government; that the decision of a few leaders shall, no matter how serious the issue and how far-reaching the consequences, be accepted as though it were the decree of an absolute monarch.

### THE PARALYTIC PRESS.

When the pooling of London traffic was advocated, the Press and Parliament failed to foresee that it would inevitably involve, or lead to, single management and, as inevitably, to Government control culminating in Government ownership. A technical journal did, however, remark that it would mean either a monopoly or Government management. Utterly opposed though it is to the principles of representative government and obviously striking at the roots of that individual enterprise and that healthy and necessary competition which some of the politicians concerned regarded as essential to sound national life, the proposal to create in the London area an arithmetical organisation the existence of which would make it easy for the Government to take over the whole passenger transport system at one stroke, met with scarcely any opposition from our palsied daily Press or from the hypnotised representatives of the People.

### THE SCOPE OF THE BILL.

So assured were the advocates of central control, which is the administrative counterpart of that fully despotic rule steps towards which are now rapidly and openly being taken, that the idea of utilising the opportunity merely to make a start and create a precedent was abandoned, and the Bill has been so drafted as to relate officially to an area of about 1,800 square miles, but, by virtue of Section 3 (b) to cover an area of some 5,000 square miles and, by virtue of Section 14 (1), requiring only the acquiescence of the Traffic Commissioners and a little time for the overcoming of other concerns, to extend over the whole of Great Britain. The process of extension beyond some 60 miles from Charing Cross would be gradual and might be held in check in some directions for considerable periods; but it is difficult to believe that, even without the aid of supplementary legislation, the Board could fail to overcome such resistance.

### PREPARING THE GROUND.

In the meantime, to facilitate this and other measures intended to place the whole control of national and private life in the hands of a Government of the Oriental or Despotic type—the only alternative to representative parliamentary government for any populous State—the rural district councils, having been deprived of their chief public duties, are being executed a few at a time under powers such that the executions may, at any time, be speeded up. Extinction of the rural districts is evidently what is intended. It is weakly supposed, by some who are believed to interpret or to guide public opinion, that the purpose is to make the county councils the sole rural authorities. The process is, however, merely the lopping of branches and afterwards of boughs, in order that the tree may later be felled, may fall into the place chosen for it and do so without rending and cracking noises. The county councils will, if this attack be not warded off, be executed in their turn. To facilitate this process, the wording of the largely useful Road Traffic Act, 1930, has been used as a cloak concealing weapons. The Act is so drafted that much which seems capable of being simplified, or made straightforward in its application, by means of Regulations, can be made more complicated by Regulations, or be rendered satisfactory only by the provision of exceptions, made on the sole responsibility of the Minister and depending on his will for their continuance. Generally, Regulations can be so devised as to bring about a harrassing state of affairs, the readily offered remedy for which will be further central control with the final relief of absorption into Brahma as the happy issue out of affliction.

### SMOKE SCREENS AND WIRE NETTING.

Some of the measures which are being taken have the function of the smoke screen, simply hiding the position of an attacking vessel. In another and more significant aspect they play the part of wire netting, stretched before the site of fortification works, and through which everything outside can be plainly seen by those within, but nothing inside the netting is visible from far off.

The Traffic Commissions, not as now constituted but potentially, may play such parts, for, although the present Commissioners are persons in whom the public has complete confidence, the Act provides for full central control being exercised, when the time comes. The Minister may, by Order, increase or *reduce* the number of traffic areas, so deepening the waters under which the county councils are being submerged and preparing the way for the conversion of the commissions into a single State system. There is, however, provision in the Act for the annulling of a proposed Order, by either House of Parliament.

As regards the status of the Commissioners, while it is not suggested that any individual statesman responsible for the Act intended this part of it to be other than what it seems in respect of the immediate purpose, it has to be realised that an opportunity is provided for future exploitation of the provisions, in furtherance of a policy of central control. The paid member is appointed by the Minister and (63 (ii)), the Minister may remove any Commissioner from his post for "inability." The potential control is therefore complete.

### THE TRAFFIC ADVISORY COMMITTEE.

As an instrument which, by increasing the power or authority behind the central transport system, may aid in imposing upon the surrounding country the extension of that system, the London and Home Counties Traffic Advisory Committee is to be given extended powers. The significance of the composition of this body should not be overlooked by the county councils of Buckinghamshire and Hertfordshire which are to have only one member between them, nor by those of Berkshire, Hampshire, Oxfordshire, and Sussex, which are not to be represented.

Of the 34 members no less than eleven are to be appointed by Ministers and the Secretary of State, while London authorities will be represented by fourteen members, the local authorities of seven-eighths of the London Traffic Area being allotted only nine seats on the committee, although the areas they represent within a circumference to which the "London" passenger transport system may easily and quickly reach, is about 97½ per cent. of the whole area so enclosed.

### JUSTICE DENIED.

It is a part of the constitution of this country that aggrieved persons may have their cases heard in open court, by a judge or magistrate who hears witnesses and

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is completely independent of personal or official interests involved in the case. As also provided by the Road Traffic Act, the London Passenger Transport Bill provides that persons aggrieved by the refusal of traffic commissioners to approve a route are deprived of this right, there being no appeal except to the Minister, whose decision is final and who may be, officially and as a matter of ambitions to be realised, an interested party. Admitted that there are precedents, these should not be allowed to stand when, if ever, a constitutional government is again in office.

### Features of the Bill.

*Ministerial Control.* The chairman and the four other members of the Board will all be appointed by the Minister, who may re-appoint a member as often as he wish, while he may remove any member, for "inability." In regard to the Amalgamated Railway Companies, the Board and the Minister have, together, a very large control over matters such as those to be "arbitrated" upon by a joint council; for (22. (6)) the Board may refuse to accept the finding of the council, whereupon the decision rests with the Minister.

The powers of regulation under Section 46 (number of stage carriages and express carriages using certain streets) are subject to annulment by either House of Parliament; but in respect of the far wider powers of making regulations with respect to road traffic generally in the London Traffic Area there is no such control.

*Expenses.* Up to some point, amalgamation of transport and other concerns, though nearly always a disadvantage to the public, is beneficial to the owners of the concerns. Beyond that point amalgamations are more costly to run than the separate concerns; because the enforced co-ordination of the parts is more costly than the voluntary co-ordination for mutual advantage; because each part requires management and staff practically as expensive as before, while the correlation of these artificially joined parts of the concern is itself expensive; because the larger concern cannot make the adjustments possible for smaller enterprises, in regard to wages, occasional help and so forth, and because the larger the concern the more important do all officials and servants consider themselves to be, the better are the conditions they enjoy in comparison with those with which similar workers have to be content, the larger are the salaries and wages which they demand, and obtain. All these considerations apply especially to passenger transport services, more especially to very large concerns and, most especially to such as are in a large measure controlled by the Government. Of this there are many examples. If this Bill becomes law, fares will be higher. Moreover it is inevitable that the technical side of public transport will suffer and the convenience of passengers also, for however expensively they may be accommodated the devices and inspirations of open competition will be lacking. Broadly considered, good value is never received if the payment is obligatory and the service is at the option of the concern providing it, or is the subject of representations made to a government department or other aloof body.

There will be very heavy costs involved in the change-over; retirement and pension payments will necessarily cost more than if the present arrangements had continued; the costs of the Arbitration Tribunal and the Joint Committee will also be considerable, while all the books and office machinery of management will be functioning in duplicate for a considerable period. Standing charges will include the expenses of the Board itself, those of the Advisory Committee and, to the tax-payer, the increased staff at the Ministry of Transport. It is clear that the new system will be costly.

*Area.* The County of London has an area of about 117 square miles, the London Traffic Area is about 1,800 square miles. The board may, Section 3 (b), "with the approval of the Minister, acquire by agreement or take on lease the whole or any part of any other passenger transport undertaking if that undertaking or that part is being worked within or mainly within the London Traffic Area." Taking this to apply, at a conservative estimate, to undertakings with services running into the London Traffic Area from places about 14 miles beyond its boundary, the radius, of about 40 miles, gives an area of over 5,000 square miles, Some undertakings with headquarters at greater distances have their services mainly within the London Traffic Area, or, having headquarters nearer in, extend to considerable distances further from London. The Board may thus very soon spread its tentacles to a radius giving an area of seven or eight thousand square miles.

*The Whole Area of Great Britain.* Section 14 (1), (the italics being not so printed in the text) provides that: "It shall be lawful for the Board and any local authority or other person authorised to provide road services of public service vehicles in any county borough or any county district adjacent to the London Traffic Area, *or adjacent to any county borough or country district in which the Board is providing any passenger transport service,* to make and carry into effect, notwithstanding any enactment to the contrary, agreements for the following purposes . . ." These purposes, as set forth, are such as allow of practically joint working, but the significant clause is, (2), "The Board may make advances of, or otherwise contribute, any moneys which may be necessary for the establishment or maintenance of any service under an agreement made under this section." It is clear that "otherwise contribute" covers provision of capital or other costs, the power of the purse in a most effective form, while the provision for such contributions for maintenance gives the Board the power immediately to solve all the financial difficulties of an undertaking which they wish to absorb.

### The "Regard" of the Traffic Commissioners.

To make the process the easier, there is Section 12 (3), which provides that: "The Traffic Commissioners appointed under the said (Road Traffic) Act, in considering whether they will grant a road service licence to the Board in respect of any route or part of a route which is outside the London Traffic Area shall . . . . have regard to the extent to which the road service . . . . is necessary or desirable in connection with any road service provided by the Board within the London Traffic Area." That is, to weight the scales in favour of the State Elephant, heavy though it is.

The Ministers actively engaged in this peaceful revolution are to be respected for their open declaration of the ends they have in view. It is too much to expect that they should disclose to their followers the fact that "communism" and "socialism" are merely verbal stepping stones by means of which are crossed the rising waters of a stream which will soon cut off retreat. It is impossible, on the other hand to find excuses for those politicians of other parties who are watching a great and growing industry becoming the first victim of a system, in the making, of government on the basis of mechanical efficiency as provided by despotic authority and a slave population. The astonishing aspect of the matter is that experienced statesmen, who must have realised what a London "traffic pool" implied, did not oppose the idea with vigour and determination when it was first put forward. So great, however, is the power of suggestion in the "of-course-it-is-agreed" form, that even now the nature of the proposals does not seem to be realised in the Houses of Parliament. A flood of talk regarding the means may disguise the fact that whether the end be desirable or not has never been discussed at all. This has happened a number of times in the past few years with very grave results.

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# Institute of Transport.

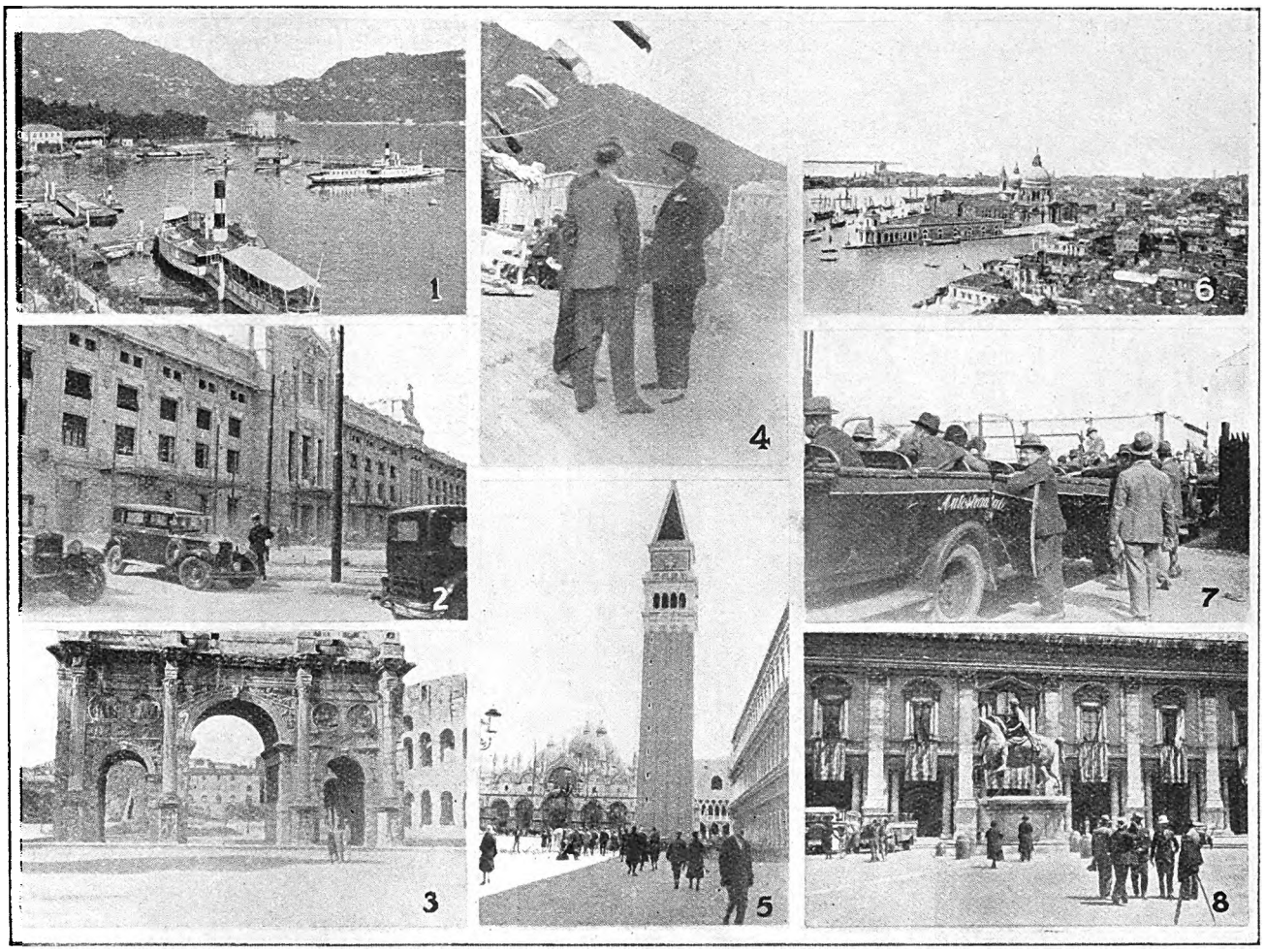
## Italian Tour and Congress, 1931.

If the primary object of a Congress be the reading of papers with discussions to follow, then the recent Italian Tour in which members of the Institute of Transport participated, cannot claim equality with those which have preceded it in previous years. On the other hand, if the first object be the education of the members, coupled with a widening of their interests and experience of transport in other countries, then the Italian Tour and Congress is entitled to rank with any of its predecessors.

The unanimous decision of those who were privileged to take part in the tour was that, in addition to being a most enjoyable tour, a great deal of exceptional value had been seen and studied, which should serve a useful purpose to all students of Transport, whatever may be the branch in which they are engaged.

Simply to mention the names of the towns and cities which were the headquarters of the party during the Tour, brings to one's recollections a variety of Transport methods, probably unequalled in any part of the world; Lake Como, with its delightful and enchanting views from the deck of a pleasure steamer; Milan, the centre of the fertile plain of Lombardy, the busy hive of industry with its efficient tramway system and its wonderful new railway station; Venice, where one descended from the train at the railway terminus to step straight into a gondola, to be transported by canal straight to the front of one's hotel; Florence, with its untold treasures of art, where one could either travel in an up-to-date motor coach or hire a one horse brougham or fiacre, and amble along to see anything in which one was particularly interested; Rome, the heart of Italy and the centre of the marvellous organisation, which is revolutionising the country under the leadership of Il Duce, Benito Mussolini, where since we were there in September, 1928, in connection with the World Motor Transport Congress, the trams and tramlines have been removed from the heart of the city and substituted by mobile and convenient motor buses; Genoa, the great trading Port of Italy, which although suffering from the world-wide trade depression, has laid great plans and is busily engaged in carrying them out, to double the facilities of the Port in readiness for the return of prosperity, which is confidently anticipated; Turin, perhaps somewhat unfairly solely associated in Transport minds with the great Fiat works, which undoubtedly form the principal attraction for members of the Institute of Transport, who were privileged to see not only the famous Lingotto Motor Car Works where the visitors in motor coaches drive straight through the entrance, mount floor by floor until they reach the top of the building where the testing grounds, a Brooklands on a small scale, is reached, and they are able to see motor cars built entirely in the works run out under their own power and thoroughly tested on the roof of the building, the visitors then descending to the main entrance without once having to get out of their vehicles.

A party numbering 120 in all comprising members and their wives, and in some cases daughters, left Victoria on Saturday afternoon, May 30th, in special reserved coaches by arrangement with the Southern Railway. An element of romance was present at the start in the fact, which quickly became known, that a member of the party, Miss Marjorie Ford, daughter of Mr. E. Ford, who has recently resigned from the position of Chief Goods Manager, Great Western Railway, became engaged half-an-hour before the train started.



Photos.] [World's Carriers.

1. An early morning snap of Lake Como.
2. New Railway Station at Milan.
3. Arch of Constantine, Rome.
4. Mr. Winter Gray in conversation with the Marchesa de Rosalis on the boat on Lake Como.
5. Some of the party approaching the Campanile and the Church of St. Mark at Venice.
6. The Grand Canal and the Giudecca at Venice.
7. The Party leaving the new Railway Station at Milan.
8. A few members in the shadow of the famous equestrian statue of Marcus Aurelius by Michael Angelo, at the Capitol, Rome.

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Throughout the Tour members of the party felt it incumbent upon them to try and cheer up Miss Ford under trying circumstances, the happy man not being a member of the party. By the time this appears in print Miss Ford will, we believe, be happily married and preparing for a much longer journey to Malaya, where her husband to be, holds an important position. The good wishes of the members go with her.

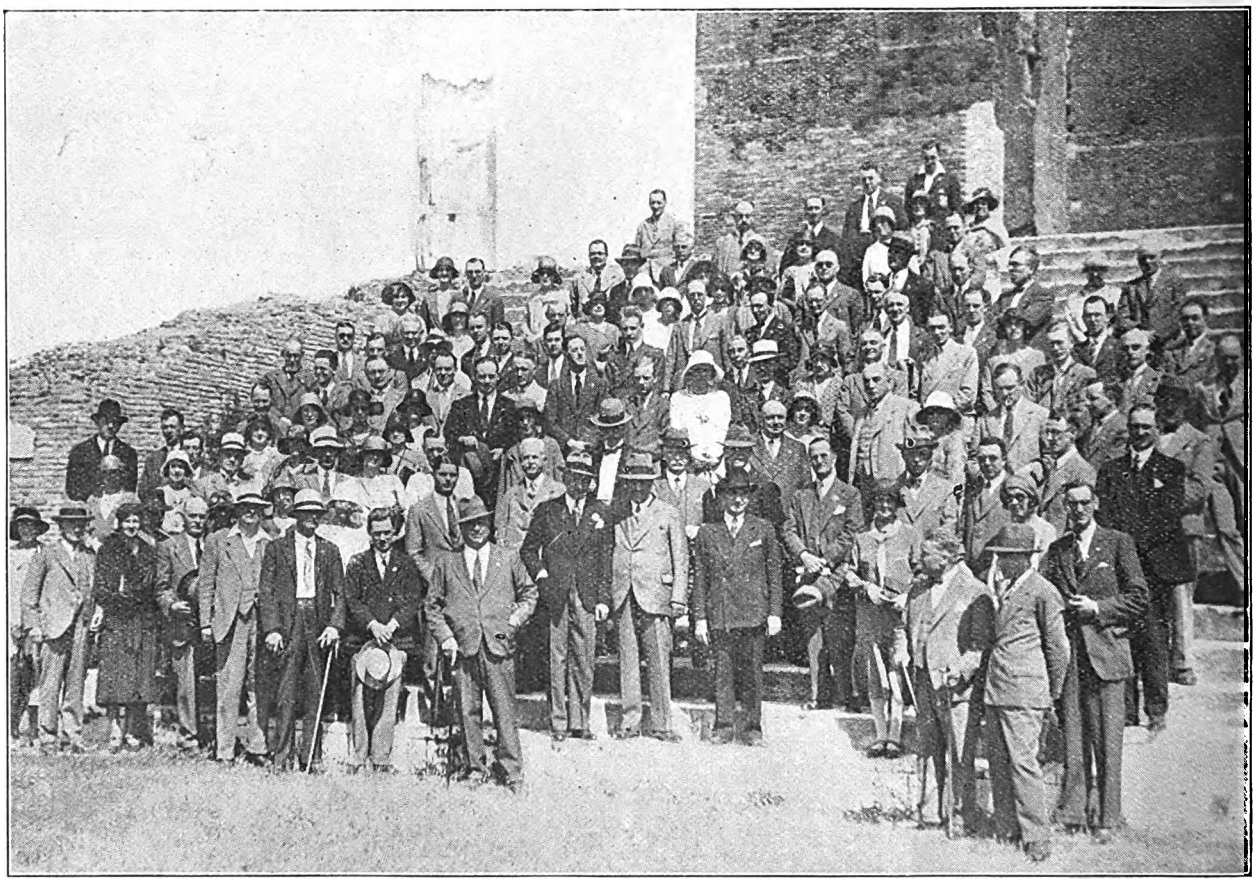
The leader of the party was Mr. Roger T. Smith, a past president of the Institute of Transport and formerly electrical engineer to the Great Western Railway, whose reputation as an electrical engineer is as well known on the Continent as it is in this country.

Others to be specially mentioned were Sir Joseph Nall, a Past President of the Institute of Transport, Mr. W. A. Jepson, a member of the Railway Rates Tribunal and Colonel A. S. Redman, Chairman of Area Traffic Commissioners, Birmingham.

Practically every branch of Transport was represented. Amongst the railway officials taking part were Mr. W. V. Wood, a Vice-President of the Executive, L.M.S.R., Mr. E. B. Hassall, Assistant to Vice-President, L.M.S.R., Mr. O. C. Gatenby, Mineral Manager, L.N.E.R., Mr. A. W. Arthurton, Director, British Railways Press Bureau, Mr. R. C. V. Ash, L.N.E.R. (Hull) Mr. L. J. Berry, Southern Railway, Mr. M. Browne, G.S.Rlys. of Ireland (Dubin), Mr. H. E. Cartwright, L.N.E.R. (Peterborough), Mr. P. J. Chilcott, L.M.S.R. (Birmingham), Mr. S. Cott, Assistant Chief Draughtsman, L.M.S.R. (Derby), Mr. A. V. Daniels, Inspecting Clerk, L.N.E.R. (Newcastle-on-Tyne), Mr. A. C. H. Glaze, L.N.E.R. (Manchester), Mr. B. J. Holden, Southern Railway (Lingfield), Mr. J. G. Hutton, L.N.E.R. (Aberdeen), Mr. R. R. Joll, Southern Railway (London), Mr. K. A. Kindon, L.N.E.R. (Marylebone), Mr. H. Kirwin, L.N.E.R. (Grimsby), Mr. G. W. Lukins, Southern Railway (London), Mr W. Maddy, G.W.R. (Pontlottyn), Mr. R. Nicholson, L.M.S.R. (Derby), Mr. B. E. Osborne, L.N.E.R. (London), Mr. G. E. Parker, Southern Railway (London), Mr. L. E. Robson, L.N.E.R. (Gateshead), Mr. A. W. Satchell, L.N.E.R. (London), Mr. H. A. Venton, Southern Railway (Paris), Mr. F. O. Waite, Southern Railway (London), Mr. W. E. Watts, L.M.S.R. (Leicester), Mr. R. M. Wheatley, L.N.E.R. (London), Mr. W. T. Whitehouse, L.M.S.R. (Wolverhampton).

The following retired railway officers were members of the party: Messrs. E. A. Clear, E. Ford, D. Halliwell, H. H. Holbrook, B. E. Holloway, J. Pike, H. J. Prytherch, and H. A. Watson.

Canal Transport was represented by Mr. T. Abbott, Chairman and Managing Director, F. J. Abbott & Co., Ltd., Liverpool and Manchester: Road Transport by Mr. N. Axson, Manchester Corporation Tramways; Mr. R. W. G. Barnett, Manager, Liverpool Cartage Company; Mr. P. R. Blake, General Manager, Scottish General Transport Co., Ltd.; Kilmarnock; Mr. R. Burgess, Chief Operating Superintendent, and Mr. F. S. Mallcott, Traffic Manager, Carter, Paterson & Co., Ltd.; Mr. H. H. Crow, Managing Director, Crow Carrying Co., Ltd.; Mr. C. S. Dunbar, Birmingham and Midland Motor Omnibus Company; Mr. W. F. Endean, General Manager, Gateshead and District Tramways Company; Mr. J. McDonnell, Assistant General Manager, Birmingham Corporation Tramways; Mr. P. W. R. Marston-Clark, Thos. Tilling, Ltd.; Mr. F. Molloy, Manchester Corporation Tramways; Mr. A. Witcomb Smith, Manager, Motor Omnibus and Transport Section, West Bromwich Corporation; and Mr. C. H. Stafford, General Manager, Burnley Corporation Tramways; Docks by Messrs. C. E. Baldwin, General Manager and Secretary, Blyth Harbour Commission and R. W. Johnson, Ex-Traffic Superintendent, Singapore Harbour Board: Industrial Transport by Messrs. M. Campbell, Transport Manager, General Electric Co., Ltd.; A. Hastie, Traffic Superintendent, Synthetic Ammonia and Nitrates, Ltd., (Billingham-on-Tees); C. F. King, Bryant & May, Ltd.; J. E. Peacock, Transport Officer, Cargo Fleet Iron Co., Ltd., Middlesbrough, and R. W. Royle, Traffic Manager, Co-operative Wholesale Society, Manchester; Shipping by Mr. M. Salt, Assistant Manager, Messrs. Wm. France, Fenwick & Co., Ltd., London; and Mr. J. L. Wilson, Fairfield Shipbuilding & Engineering Co., Ltd.; Roads by Mr. T. A. Mitchell, Secretary, Constable, Hart & Co., Ltd.



ON THE STEPS OF THE RECENTLY DISCOVERED FORUM AT OSTIA, THE ANCIENT PORT OF ROME, FOLLOWING SPEECHES OF WELCOME AND THANKS.

Other members of the party were Mr. T. L. Paterson of the Ministry of Transport, Mr. W. G. Burt, Mr. T. W. A. Hayward, Mr. J. F. A. Jones, Mr. E. W. Palmer and Mr. F. G. Royal-Dawson.

In addition four members of the Transport press took part in the Tour: Mr. D. R. Lamb, Editor, "Modern Transport," Mr. W. A. Willox, Chief Assistant Editor, "The Railway Gazette," Mr. H. Wyatt, Director, "Bus and Coach" and Motor Transport," and Mr. E. W. Willis, Editor and Managing Director of THE WORLD'S CARRIERS AND CARRYING TRADES' REVIEW.

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Last but not least there were Mr. A. Winter Gray, Secretary of the Institute of Transport and Mr. F. W. Crews, his Assistant, upon whom the responsibility for the successful organisation of the Tour and Congress so largely depended and who are to be congratulated upon the success which attended their untiring efforts.

Space does not permit of our mentioning by name the ladies of the party. Suffice to say that they added very greatly to the pleasure of the Tour. Our Italian hosts with that gallantry for which they are renowned, presented them with flowers on numerous occasions, while each lady received a bouquet on the occasion of the visit to the motor ship "Augustus." The ladies also received full acknowledgment in the person of Mrs. Roger T. Smith, to whom magnificent bouquets were presented at all special functions and in particular, when the party left Turin. On this occasion Mrs. Smith received a magnificent bouquet of roses from the representative of the Italian State Railways and also a handsome silk bow in the colours of the Municipality, presented by the Mayor of Turin.

A smooth Channel crossing was enjoyed and then after a night journey from Calais to Basle, the party proceeded to the Italian Frontier at Chiasso, where they were met by representatives of the Italian State Railways and by Ing. Gennaro Starace, the representative of the Compagnia Italiana Tourismo, who accompanied the party throughout the whole of the Tour and to whose courtesy and unfailing assistance we were much indebted. A short run then brought us to Como, the real starting point of the Tour.

In the afternoon the party enjoyed a trip on Lake Como where they were the guests of the Municipality and were received and welcomed by Marchesa Rosalis, Vice-President of the Council of Como, who was accompanied by his daughter, Marchesina Rosalis. After the trip some of the party visited the Volta Memorial where they were welcomed by the Marchesina Rosalis.

An early start was made next morning in motor coaches by the famous Autostrada of Milan. This road is one of three, constructed mainly for military purposes by the Italian Government, and gives the visitor a good idea of what can be done where all slow traffic is excluded.

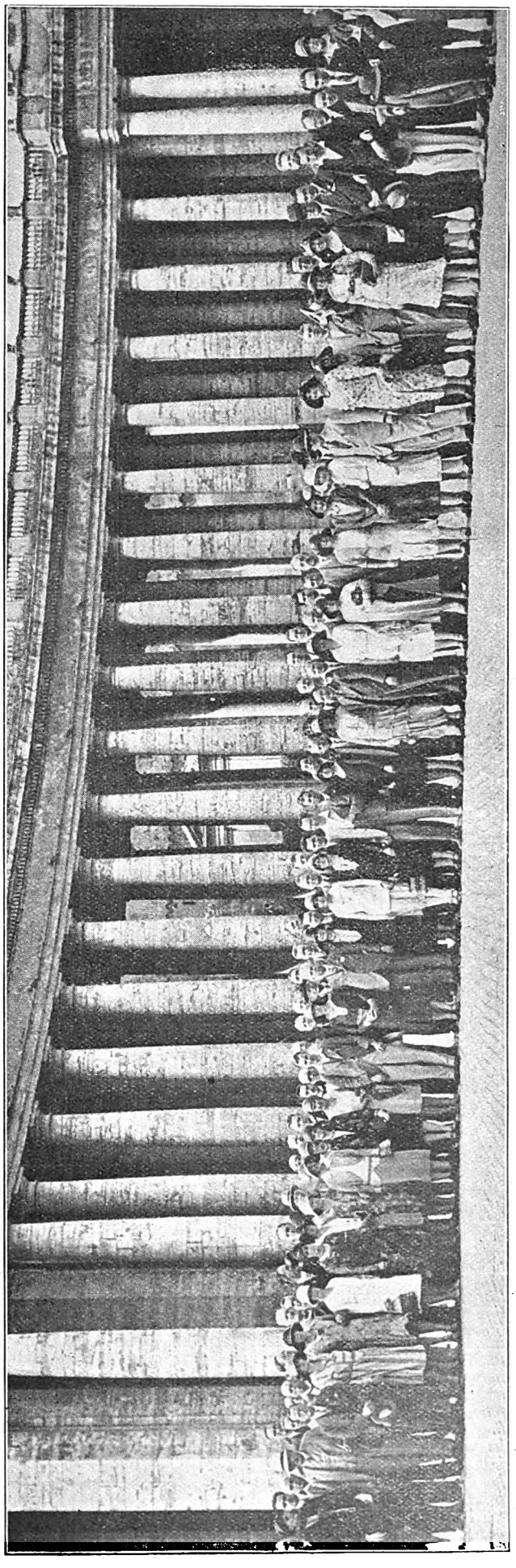
At Milan, on the invitation of the Italian State Railways, the party visited the magnificent station which is nearing completion, and already partly used, which within the next month or so will entirely supersede the old station and form a magnificent terminus for the Milan section of the Italian Railways. As an expression of Italian National aspirations, the new station stands pre-eminent amongst railway buildings throughout the world, both for its layout and facilities, and as a work of art also. In the magnificent restaurant we were entertained to lunch by the Italian State Railways, having the honour of being the first to make use of the building. After lunch a visit was paid to all parts of the station and the party then visited the electric sub-station at Novate and were entertained to tea and light refreshments.

On Tuesday morning, June 2nd, we were conveyed in very modern tramcars to the city tramway depot and were shown over the workshops and garages. Milan may be termed the "Paradise" of the tramway official as practically the whole of the city traffic is carried on the magnificent tramway system, buses being excluded with the exception of an insignificant number running on a route where the narrowness of the streets made tramlines impracticable. The depot is laid out on lines which show that the authorities in Milan, at any rate, have no idea of scrapping their trams, and both the system and the depot are examples of what can be done under favourable conditions.

We then met to discuss an interesting paper dealing with "Public Transportation and Town Planning in Milan and its Environs" written by Signor Marco Semenza, Consulting Engineer to the City of Milan, whom we were all proud to welcome as a member of the Institute of Transport and who, amongst other high qualities, speaks English with a fluency which made many of us envious. A most interesting discussion took place inaugurated by Sir Joseph Nall, in which many members took part.

The party were given a civic welcome by the Mayor (Podesta) of Milan and the hospitality which was so lavishly bestowed upon us in this city added much to the enjoyment of our visit.

In the afternoon we journeyed on by train through beautiful country with the snow on our left, past Lake Garda, through Padua and Verona, made familiar to all English speaking people by our great dramatist, William Shakespeare, to Venice, where we spent a short two days which are never likely to be forgotten by those who took part in the Tour. Transport of all kinds is by water, from the fascinating gondola to the modern motor launch and pleasure steamer and the barge, carrying goods of



THE INSTITUTE OF TRANSPORT PARTY PHOTOGRAPHED AT ST. PETER'S, ROME, IN FRONT OF THE MAGNIFICENT SEMI-CIRCLE OF COLUMNS FORMING ONE SIDE OF THE APPROACH TO THE CATHEDRAL. ON THE EXTREME LEFT WILL BE SEEN MR. AND MRS. ROGER T. SMITH, AND MR. A. WINTER GRAY.

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all kinds, through the Grand Canal and the bye-pass canals which intersect it. Then on again to Florence, where the main interest was not Transport, but the wonderful Uffizi and Pitti Galleries, vying with the Vatican at Rome itself, in the wonderful accumulation of paintings and sculpture which dazzle the eye and give one mental indigestion.

Rome, where the party stayed for four short days, was in one respect a disappointment, as the paper which should have been read on the "Replanning of Rome," now under consideration, failed to materialise. A glorious four days, however, was spent, three of them in sight-seeing in Rome itself, and one a red-letter day at Ostia, the ancient Port of Rome, where once again we were the guests of the Italian State Railways. Journeying by motor coach, the last two miles over a magnificent road, specially built direct to the sea, we were shown over the discoveries of the ancient Port, which have recently been uncovered and were amazed at the buildings which had been brought to light. One of the photographs which we reproduce shows the party taken on the steps of the Open Air Forum, after a welcome had been given and speeches had been made by representatives of the Government and by Mr. Roger T. Smith for the Institute of Transport. Some two miles from the old Port a new Ostia is rapidly springing up and has become the "Lido" of Rome. Here we were entertained to lunch by the Italian State Railways. Before this, however, we were taken to the Government Hydroplane Station and were privileged to see what was being done in this branch of Military Air Transport. Following the luncheon a few of the leading members of the party had the privilege of a short flight in a small hydroplane, whilst the rest of the party enjoyed the "Lido" and its bathing facilities. Of Rome itself it is quite impossible to say anything in detail, the wonderful buildings giving evidence of Transport efficiency in years going back to the B.C. period.

We then journeyed by night train to Genoa, where we were the guests of the Port Authorities, who placed a steam tug at our disposal and took us round the Port to see the great improvements and extensions which are being carried out. We then visited the Hydro-Electric Power Station, of which Genoa is rightfully very proud, and after seeing the up-to-date maritime station, were entertained to tea on board the motor ship "Augustus" belonging to the Navigazione Generale Italiana, afterwards inspecting this magnificent vessel. Our stay in Genoa was all too short and the next morning we were on our way to Turin which was reached in time for lunch.

In the afternoon we made a tour of the Fiat Motor Car Works, already referred to, and those who were specially interested were shown the four-cylinder and six-cylinder heavy oil engine lorries, which the Company is now building and which have met with a very gratifying reception and are doing good work. The following morning we journeyed to the Fiat Aeroplane Works and the Aerodrome and inspected this branch of the Company's activities. The party was afterwards received at the Municipal Buildings by the Podesta, who gave us a hearty welcome.

In the afternoon we once more entrained, this time for Paris, where our splendid Tour may be said to have reached its termination. Some few members of the party remained in Paris, whilst the majority returned by the day train to Calais, reaching Victoria on Sunday evening, June 14th, after a fortnight of glorious sunshine, of wonderful visits and an experience which should be of great value, particularly to those younger men in the Transport World, upon whom the future of this great profession so largely depends.

## The Exide Service Convention.

THE Exide Service Convention held at Bournemouth from June 16th to 18th, broke all records both in the matter of attendance and we understand in the quality of the papers and discussions. The gathering included representatives not only from all parts of this country but from France, Belgium, Holland, Sweden, Germany, Spain, India, Latvia, Africa and Australia as well. The most remarkable feature of the Chloride Electrical Storage Co.'s organisation, apart from the excellent quality of the Exide battery itself, is its service organisation, there being 600 service stations in the British Isles and no fewer than 13,000 scattered over the world, each one of which it is stated, is ready with trained men and equipment with testing machinery to give every assistance in every need. In opening the Conference Mr. D. P. Dunne, the popular Managing Director of the Chloride Electrical Storage Co., Ltd., Clifton Junction, Nr. Manchester, expressed the determination of the firm to go ahead and develop business in the face of general trade depression. The afternoon of the 17th was spent by some on a visit to Lulworth Cove and others in a golf competition at Parkstone Golf Club. The morning's session on the 18th was devoted to the reading of the agent's prize-winning papers on sales problems, and the banquet on Wednesday evening was attended by the Mayor of Bournemouth and also by Mr. G. M. Gillett, the Parliamentary Secretary to the Department of Overseas Trade. Thursday was devoted to the discussions of problems, technical and financial, and the Convention concluded with a visit to the Union Castle Liner "Carnarvon Castle." Such a convention as this is regarded as a general stimulant to the development of business not only in this country but all over the world. Agents from the farthest points of this country and abroad discuss with each other and with the representatives of the factory and sales organisations of the company, their problems, technical, commercial and financial, and obtain from such discussions much useful and helpful information and many practical ideas which they can put into operation on returning to their places of business.

EXIDE CONVENTION, 1931.
COACHES LEAVING FOR LULWORTH COVE.

## Legal Weight for Heavy Motors Increased.

THE Minister of Transport has made the Motor Vehicles (Construction and Use) Amendment Provisional Regulations, 1931, which make certain minor amendments in the Motor Vehicles (Construction and Use) Regulations, 1931, and in addition modify the provisions as to maximum permissible laden weights of four-wheeled heavy motor cars propelled by steam. This modification has been made as a result of representations which the Minister has received from the Mining Association of Great Britain and from users of heavy steam wagons that, owing to the weight of water and fuel carried by steam vehicles the paying load is smaller in proportion to the total weight than in the case of a petrol-driven vehicle. The effect of the modification is that the existing permissible total weight of 12 tons allowed by the Regulations for four-wheeled heavy motor cars whether propelled by steam or petrol is increased in the case of such vehicles when propelled by steam to 14 tons where the vehicle is registered under the Roads Act, 1920, before the 1st January, 1932, provided that its maximum speed with or without a trailer does not exceed 12 m.p.h., and where the vehicle is registered under the Roads Act, 1920, on or after that date to 13 tons provided that it is fitted with pneumatic tyres on all wheels.

**Commer Wins Challenge Cup.** — A Challenge Cup offered for the best-turned-out vehicle at the Old English Fair recently held at Watford has been awarded to a Commer 4-tonner owned by Messrs. Benskin's Watford Brewery. There were 17 competitors in the class with the Commer.

**"Ovoline" Competition.**—During its 7 weeks' tour the special "Ovoline" display van covered 2,169 9/10 miles. The first prize of £100 offered by Messrs. Brett's Oil & Grease Co. (Gateshead) to those estimating the mileage was won by Mr. John Preston, of Ferryhill; and the second prize of £25 by Mr. C. H. Hall, of Prudhoe.

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# Municipal Tramways & Transport Association.

## Thirtieth Annual Conference.

THE Annual Conference of the Municipal Tramways and Transport Association is an important event, because not only do the General Managers of Municipal Transport undertakings meet together, but are assisted in their deliberations by the Chairmen and Vice-Chairmen of the Municipal undertakings with which they are associated. For this reason the discussions which constitute so important a part of any congress, do not adhere strictly to technical matters, but cover the whole sphere of Municipal Transport, from the point of view of the business men, who are devoting a large portion of their leisure in an honorary capacity for the benefit of the towns or cities in which they live.

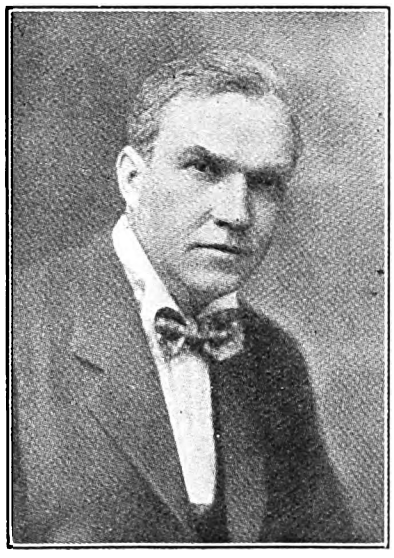
The thirtieth Annual Conference was a record in point of numbers, the members and friends reaching a total of 420 all told, the venue being Southampton and the Conference covering the three days, June 24th, 25th and 26th.

This is the first time in the history of the Association that Southampton has been selected for its annual meetings and it was the unanimous opinion of those who took part, that the Southampton Corporation, in the person of the Mayor, Mr. Councillor E. W. Cross, J.P., Ald. P. V. Bowyer, J.P., Chairman of the Southampton Corporation Tramways Committee, and the General Manager and Engineer, Mr. P. J. Baker, M.Inst.T., had done extremely well as the hosts of the Congress and had given visitors a magnificent reception and entertainment.

ALDERMAN A. G. ELLAWAY, J.P., THE NEW PRESIDENT.

Before proceeding to the formal business of the Conference a word may be said about the social arrangements.

An informal reception of members and ladies was held at the South Western Hotel by the President, Mr. R. Stuart Pilcher, F.R.S.E., M.Inst.T., and Mrs. Pilcher, and Mr. Councillor I. Brassington, chairman of the Manchester Corporation Transport Committee, and Mrs. Brassington.



MR. R. STUART PILCHER, F.R.S.E., M.INST.T., THE RETIRING PRESIDENT.

On Wednesday evening the Annual Dinner of the Association was held at which the guest of the evening was Mr. Herbert Morrison, M.P., Minister of Transport. Following this a dance was held.

On Thursday, following the morning conference, the members and friends enjoyed luncheon on board the R.M.S. "Aquitania" by kind permission of the Cunard Steamship Co., Ltd., at the invitation of the Mayor and Corporation of Southampton.

An invitation which met with great appreciation was the arrangement for members to attend one of four theatres in Southampton on the invitation of the Mayor and Corporation, the selection of the theatre to be visited being left to the choice of the member himself. Following this another dance was held at the South Western Hotel.

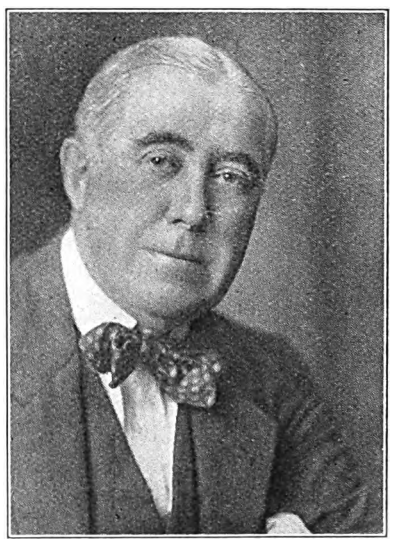
On Friday, the entire party enjoyed a full day on the water at the invitation of Sir John and Lady Thornycroft. It was intended to travel on the M.S. "Medina," but owing to the large number of members and guests who had accepted the invitation, it was found necessary to charter the very fine pleasure steamer "Lorna Doone" for the trip. Very hearty thanks were accorded to Sir John and Lady Thornycroft for their generous hospitality in providing the delegates with such an enjoyable outing, extending from 11 o'clock in the morning to 6 p.m. and in including both luncheon and tea on the water.

The Conference proper opened on Wednesday, June 24th, at 10 a.m. with a civic reception in the Chantry Hall, St. Mary Street, by His Worship the Mayor of Southampton, Mr. Councillor E. W. Cross, J.P.

Before delivering his presidential address it was agreed, on the suggestion of Mr. Pilcher, that messages of sympathy be sent to Mr. R. L. Horsfield, General Manager of the Leeds Corporation Tramways, and to Mr. T. B. Goodyer, both of whom had occupied the position of President of the Association, and who were seriously ill.

The President then extended a hearty welcome to representatives of other associations, especially mentioning Mons. de Backer, the General Secretary of the International Union of Tramways, who had come from Brussels to be present at the Conference.

Mons. de Backer, who was cordially received, thanked the President for his welcome and gave the Conference the good wishes of Mons. de Lancker, the President of the International Union, who regretted that he was unable to be present. Mons. de Backer expressed the hope that many members of the Association would be present at the International Conference to be held next year at the Hague. He expressed his disappointment that so few of the British municipal authorities had joined the International Union, particularly because they would be able to make English one of the official languages at their Conference if a sufficient number joined that body.



MR. CHARLES FURNESS, VICE-PRESIDENT.

The Presidential Address, delivered by Mr. R. Stuart Pilcher, F.R.S.E., M.Inst.T., the General Manager of the Manchester Corporation Transport Department, was an address of outstanding quality, showing a breadth of outlook and experience of the greatest value to the Association.

In a paper with many good points the subject of outstanding importance was that of technical education in the Transport Industry, a subject which is being tackled very thoroughly by the Institute of Transport, of which Mr. Pilcher is a member. It was interesting to learn that a special Committee had been set up with representatives of all important Transport Associations to deal with this subject, and there is no doubt that if this Committee gets busy, great good will follow in the education of the transport men of the future.

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Following this came the presentation of medals and cheques to prize winners in the annual Essay Competition, and the president had the pleasure of handing to the successful candidates, not only medals but cheques for substantial amounts as a reward for their success. The prize winners were as follows:—

First Section.

(a) "Describe the methods or propaganda which should be adopted by a road passenger transport system to advertise the system and promote travel."

Cheque for £15 and silver medal:—Mr. Willaim J. L. Wood, clerk, Leicester City Tramways and Omnibus Department.

(b) "Modern methods of construction for electrical equipment of line, tramways and trolley buses, including cables and bonding."

Cheque for £15 and silver medal:—Mr. H. M. Dudgeon, overhead engineer, Birmingham Corporation Tramway and Omnibus Department.

(c) "What are the vital statistics necessary for the manager of a transport undertaking and why?"

Cheque for £15 and silver medal:—Mr. Edgar Ashby, chief accountant, Birmingham Corporation Tramway and Omnibus Department.

Second Section.

(d) "Describe the methods or propaganda which should be adopted for the prevention of accidents in connection with the operation of tramway cars, railless cars or buses, as applied to the passengers and as applied to the driver and conductor."

Cheque for £15 and silver medal:—Mr. L. M. Harley, bus conductor, South Shields Corporation Tramways and Motors Department.

(e) "Describe the way which, in your opinion, an omnibus driver should be trained."

Cheque for £10 and silver medal:—Mr. George Beckett, bus driver, Oldham Corporation Tramways Department.

(f) "Describe the methods or propaganda which should be adopted by a road passenger transport system to advertise the system and promote travel."

Cheque for £15 and silver medal:—Mr. Thomas F. Porter, trolley bus driver, Darlington Corporation Transport Department.

### The Annual General Meeting.

The General Report of the Council was submitted and carried unanimously, as was also the treasurer's annual statement.

Office bearers for 1931-32 were elected as follows:—

President.—Alderman A. G. Ellaway, J.P., Vice-Chairman, Birmingham Corporation Tramway and Motor Omnibus Department.

Vice-President. — Mr. Charles Furness, Transport Manager and Borough Electrical Engineer, Blackpool Corporation.

Hon. Treasurer.—Mr. A. R. Fearnley, General Manager, Sheffield Corporation Tramways and Motors.

Hon. Solicitor.—Mr. F. C. H. Wiltshire, Town Clerk of the Birmingham Corporation.

Hon. Auditor.—Mr. H. Moxon, Financial Officer, Leeds City Transport Department.

### New Members of the Council.

Mr. A. C. Baker, General Manager and Engineer, Birmingham Corporation Tramways.

Mr. A. T. Eardley, General Manager, Stockport Corporation Tramways.

* * * *

Following this necessary business an interesting discussion took place on the Compression-Ignition Engine, a subject of very special interest to the members of the Association, which was discussed at considerable length last year, after a paper read by Capt. W. Vane Morland, under the ten minutes' rule. The brief paper in which he introduced the subject appears in this issue following this report. The discussion which ensued showed the great interest taken in the subject by the members and also that the similar discussion of twelve months ago had borne fruit, by the fact that quite a number of Municipal Authorities had been experimenting with the heavy oil passenger vehicle, with successful results. To add to the interest a memorandum had been printed and circulated, dealing with the operating experience with motor omnibuses propelled by heavy oil engines, up to May 31st last, as used by municipal transport undertakings. Results of working by eight municipalities were given and these should form a valuable basis on which other municipalities can work.

After luncheon the Conference was resumed and a valuable paper dealing with the final report of "The Royal Commission on Transport" was discussed. This paper had been compiled by three members of the Association, Mr. John Barnard, M.B.E., M.Inst.T., General Manager, Bolton Corporation Tramways; Mr. John F. Cameron, General Manager, Northampton Corporation Tramways; and Mr. A. R. Fearnley, M.Inst.A.E., Sheffield Corporation Tramways and Motors. An exceedingly interesting and instructive discussion followed the introduction of the subject by the three authors of the paper, which dealt with many important points in the Road Traffic Act, 1930, and its effect on the working of municipal transport undertakings. Many of the delegates gave their views on this subject as it had effected their undertaking and many points of great interest were elucidated by one or other of the three authors of the joint paper.

The Conference resumed its discussions on Thursday morning when an interesting paper was given on "Road Passenger Transport Services: recent developments and the outlook: where do we stand?" by Mr. J. M. Calder, General Manager, Reading Corporation Tramways.

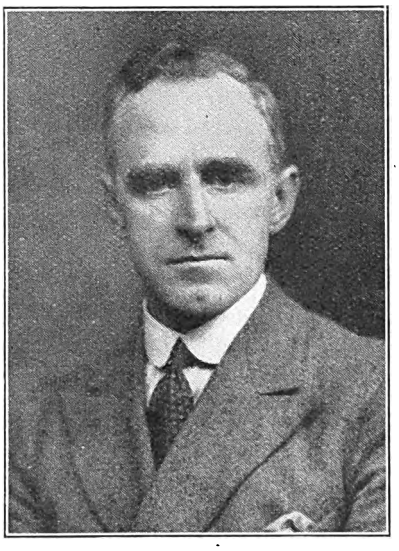
At the conclusion of the Conference votes of thanks were accorded with great heartiness to all who had taken part in the organisation of a very successful Conference.

Special congratulations are due to Mr. J. Beckett, the able and genial General Secretary of the Association, and to his Assistant, Mr. A. Chadwick, to whose indefatigable efforts the delegates were deeply indebted.

* * * *

## Annual Dinner.

The Annual Dinner of the Association, presided over by Mr. R. Stuart Pilcher, the retiring President, was so successful numerically, that no hall was big enough to contain the visitors, who overflowed into two other rooms which were connected by loud speakers. The particular guest was Mr. Herbert Morrison, M.P., Minister of Transport, who for the third year in succession had got away from his arduous duties to be present.



MR. P. J. BAKER, M.INST.T.

Following the usual Royal toast, Mr. Pilcher proposed the health of the Minister of Transport in a heartily worded speech.

Mr. Herbert Morrison, in his reply, expressed his thanks to the Association for inviting him to be present and for responding to the toast in so cordial a manner.

Mr. Morrison said that the work of the Association was of very great importance to local authorities owning transport undertakings, for it kept a national watch in the interests of such authorities, provided a means of communication and consultation between the local authorities, and pooled the managerial and technical knowledge of those responsible for the day-to-day conduct of municipal transport undertakings. The Association had more than justified its existence. Indeed, the position of the municipalities in the world of transport would have been very much weaker than it was had it not been for the work of the Association. Moreover, the Association was a valuable assistance to the State, for it constituted an organisation with which Ministers and Departmental Officers could consult on legislative and administrative matters of a national character.

Local authorities were playing a big part in the provision of local means of transport. The municipal capital invested in tramway and trolley vehicles undertakings alone — quite apart from omnibuses — was roughly £90,000,000, the gross receipts for the financial year 1929/30 being nearly £24,000,000 and the number of passengers carried over four thousand million.

In conclusion, Mr. Morrison thanked the Association for their valuable co-operation and assistance to his Department in framing of regulations and in other ways, and he confidently appealed to them to co-operate in the same spirit with the Traffic Commissioners who had now entered upon their important duties under the Road Traffic Act.

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The President-Elect, Ald. A. G. Ellaway, J.P., proposed the toast of the Mayor and Corporation of Southampton, and this was responded to by Mr. Councillor E. W. Cross, the Mayor, and Ald. P. V. Bowyer, J.P., the Chairman of the Tramways Committee.

The toast of the President was proposed by Mr. Charles Furness, Vice-Chairman Elect, and Mr. Pilcher responded in his usual happy and appropriate way.

During the evening the toast of Mr. P. J. Baker was proposed by the President and received with acclamation, being accorded musical honours. Mr. Baker briefly responded.

The speeches finished just before eleven, the room was rapidly cleared and a very enjoyable dance followed in which many of the members took part.

* * * *

## Presidential Address.*

### Progress of Transport.

If we turn to the different spheres of transport, we see change and progress in every direction. The Chinese say "The future is only the past again," but this cannot be said to apply to transport. The French saying is more applicable: "Nothing is constant but change." On the sea, there is the development with different kinds of fuel, oil burning and pulverised coal. On the land, there is the great advance in road transport, an accelerated programme of road construction and an important development in the adaptation of the heavy oil engine for road transport purposes. In the air, there is greater safety in flying. The advent of the new type of flying boat "The Dornier Do X"—an unknown quantity—a machine capable of carrying 170 passengers, with a crew of nine. This machine is fitted with three decks, and has 12 engines developing 7,500 horse power, surely a new era in air travel.

### Importance of Transport to the Community.

In the introduction to the final report of the Royal Commission on Transport is the following statement.

> "It is unnecessary for us to emphasise the paramount importance of transport in relation to the State. Regarded in the narrower sense, solely as an industry, its magnitude may be illustrated by the fact that, according to the Committee on Industry and Trade, fully one and a half million people, or nearly 8 per cent. of the whole employed population, are directly engaged in one or other of its branches."

A very large number of these transport workers are engaged on road transport service.

Transport costs have a definite bearing on practically every commodity. In some cases, the cost of transport is as high as 60 per cent. of the cost of the goods. Any rise or fall in the cost of transport affects the price of the particular commodity. It may therefore be said that the successful trading of the country is inseparable from efficient and cheap transport.

The following is a census I have recently had taken in a typical Manchester factory to find out the cost of travel for each worker:—

| Transport | Number | Per-centage | Average weekly cost per employee s. d. | Percentage of travelling expenses to weekly wages |
|---|---|---|---|---|
| Bus | 94 | 27 | 2 0 | 4.22 |
| Train | 14 | 4 | 3 1 | 7.69 |
| Tram | 86 | 25 | 1 10 | 4.05 |
| Bus and Train | 6 | 2 | 7 2 | 10.68 |
| Bus and Tram | 52 | 15 | 3 0 | 5.64 |
| Train and Tram | 8 | 2 | 5 5 | 12.28 |
| | 260 | 75 | 2 5 | 5.07 |
| Bicycle | 15 | 4 | | |
| Walking | 72 | 21 | | |
| | 347 | 100 | | |

From this statement it will be seen that of 347 workers, 72 walked, 15 cycled to work, and the average cost to the remainder (75 per cent.) who required transport was 2s. 5d. per week. This worked out at 5.07 per cent. on the weekly wages. This is a typical case and it only shows how important the transport question is to the average citizen.

### Technical Education in Transport Industry.

It is true that the more one learns the more ignorant one feels. Owen said: "All things I thought I knew: but now confess the more I know I know, I know the less." I believe this applies equally in transport problems as in all others. I believe we all see the necessity of higher education and in my view, we should do what we can to foster the study of transport in all its branches in our young men. I would like to see our Universities and Technical Schools recognising the importance of transport as a subject to be treated specially. I am aware that a number of our Universities include in their syllabi for the B.Com. degree subjects like railways, but road transport is becoming as important as railways, and what of the other transport branches, such as the air services? Surely the time has come for a comprehensive course being introduced which would include all sections of transport, which our young assistants could take up as whole or part time courses, so that the Engineers and Managers of the future would have the advantage of starting their careers with as much technical knowledge of the subject as is required for other professions.

No industry can succeed without technical instruction. No profession can prosper without specialists, and with a growing and prosperous development such as exists with transport, there is no reason why the education authorities should not recognise the claims of what is a very important industry.

It is satisfactory to know that most of our University Authorities already recognise the importance and necessity of dealing with this subject—not only so, but some are anxious to make a start. I believe they are only waiting for some millionaire interested in transport to leave them the necessary funds in order to create lectureships, but we are a healthy body of men, we live long, we would ask them not to wait until we are dead! In the University of Yale, U.S.A., there are two professorships in Transportation, also one professorship in the economics of Transportation, the endowments for the chairs of transportation were given by Lord Strathcona.

In the Harvard University there is one professorship and two part time lecturers in Transportation. Many of the American Universities include in their curriculum, Railways, Canals, Road Transport, Public Utilities, Economics of Transport, and the subject of Commerce is usually bracketed with Transport, viz:—"Commerce and Transport."

In the University of Toronto there is one Professor of Transport in the school of economics.

A lectureship on transport when included in another subject, such as economics, can be provided for £350 to £400 per annum. This is the sum required by a University to make a start.

A special Committee has been set up at the instance of your Council with representatives of all the important Transport Associations and with their assistance I am hopeful that we may be able to urge the University Authorities to deal with this important subject.

### Road Traffic Act.

Although the Act has only been in force for a short period, I think we can say that its operation has been a great improvement on the old order of things. So far as legislation is concerned, the Act is in advance of most other countries as regards safeguards for the public, the regulation of services and the standardization of regulation of fitness for vehicles.

The speed limit alterations have had little effect on the operation of public service vehicles, except to permit a maximum of 30 miles instead of 20, and few of us wish buses to run higher speeds than 30 miles per hour.

### Traffic Congestion.

Among the foremost problems of the day is that of Traffic Congestion, especially in our large cities. The streets have reached saturation point, when the road will not take any more traffic, without a slowing up process taking place. It is difficult for the public to appreciate that in a given street there are only so many vehicles which can pass in an hour, and to add to that number is merely to slow down the whole, and eventually to cause a complete blockage.

Our transport undertakings, whether tramways or buses, are materially affected by this problem. The trams are blamed for obstruction and yet they remove more people per yard of street space occupied than any other vehicle.

The buses are abused for blocking the thoroughfare because they occupy the whole of the street, yet they occupy a very small amount of street, per person carried, as compared with the ordinary motor car.

The following table shows the relative amount of street space occupied by each vehicle in Manchester:—

| Average Passengers Carried | Type of Vehicle | Street Space Occupied | Square Yards per Passenger |
|---|---|---|---|
| 2 | Motor Car | 9 sq. yds. | 4.5 |
| 50 or 32 | Motor Bus | 22 sq. yds. | .44 or .687 |
| 78 | Tram Car | 28 sq. yds. | .36 |

There has been a great improvement in the regulations and speeding up of traffic by the introduction of automatic signals and the introduction of one-way streets. I believe

* Extracts from the Presidential Address of Mr. R. Stuart Pilcher, F.R.S.E., M.Inst.T., General Manager of the Manchester Corporation Transport Department and the retiring President of the Association.

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that a greater advance could be made by the abolition of slow-moving vehicles on certain main streets and the restriction of parking of motor vehicles during certain hours. The public utilities can assist the problem by running their vehicles at a higher average speed, and by the introduction of garage or bus stations in or near the centre of the town.

### Peace in Industry.

One of the best ways of promoting good trade is by the avoidance of trade disputes, strikes, lock-outs, or stoppages for whatever cause. Disorganised trade affects the flow of orders, causes bad feeling amongst customers, employers and employees, and breeds a general distrust of each other. It always takes some time to recover from a dispute: there are many sufferers and none that benefit. The settlement is usually a compromise: why not a compromise at the beginning?

We have been fortunate in freedom from strikes since 1925. This is due to the smooth working of the Industrial Council and the national agreement which is in force.

This principle is now being extended to the Municipal Bus Industry and I believe the benefits will be equally good when a new national agreement is made in conjunction with local agreements and with its area councils.

Transport is a key industry, its workers come in contact with every trade and profession. The public tram or bus is a democratic vehicle where all classes meet on a level.

The transport worker is enthusiastic and keen in his work. As a rule he has a good esprit de corps. He works under good conditions, receives good wages, has reasonable prospects of promotion and a steady job.

### Conclusion.

The Association is becoming stronger and more influential every year. Its representatives are invited to be members of all important committees connected with transport whether Government Committees or otherwise. I am sure that the work of the Association has a material effect on improving all the undertakings associated with it.

In closing, I would like to refer to the work of the Hon. Treasurer, Mr. Fearnley, who is always available and who is ever ready with constructive assistance in all the difficulties and problems which the Association has to face.

As to our General Secretary, Mr. Beckett, you all know how efficient and active he is, but although the different members see his correspondence, which he says you don't always read, you do not see as much as the President. I wish to personally pay my tribute to him and thanks for his assistance and co-operation. The Association is fortunate in their General Secretary. In eleven days from now—July 4th—he will have completed twelve years in his present position.

The members of the Executive Council, one and all, give a great deal of time and diligence to their work. It has been a great pleasure to be associated with them during the year.

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## Compression-Ignition Heavy-Oil Engines.

### Introductory remarks by Mr. W. Vane Morland, A.M.I.Mech.E., M.I.A.E., M.Inst.T.

Ever since the beginning of the Age of Energy each new discovery and invention has had to make its way into practice against a scepticism that amounted at times to hostility. This may be due to the fact that the history of human development is one largely of errors made in good faith and later repented with sincerity. And it is not always our errors which are ridiculed. Many epoch making achievements have been subject to ridicule and opposition, often — let it be said — mainly compounded of lack of understanding and technical conservatism. Moreover a newly discovered or new application of mechanical energy is at a serious disadvantage in these days in the sense that it has to compete against an already established rival.

CAPT. W. VANE MORLAND.

When the compression-ignition oil engine entered the field of road transport, to compete with the petrol engine for the eventual supremacy, it was heavily handicapped by reason of the utter success of its petrol consuming rival. Thus the compression-ignition engine is faced by a disadvantage which was not shared in the evolution of the petrol engine, i.e., comparison.

Let us freely admit that the modern petrol engine is a highly efficient and refined power unit. It is common knowledge that the exigencies of the Great War caused an immense amount of wealth and energy to be concentrated on its development. This national need or urge in the development of the compression-ignition oil engine, is perhaps not obvious. To my mind it is however present in no small measure. Land transport is becoming increasingly petrol driven. Huge fleets of goods and passenger vehicles have sprung into being and it is the very presence and success of this modern transport Armada which urges concentration on the problem of finding satisfactory alternatives to imported motor spirit. Last year we paid approximately £42,000,000 to foreign nations for the 2,000,000,000 gallons of oil which we imported, at least 75 per cent. of which was Motor Spirit and Fuel Oil. I believe that our economic salvation will, to a large extent, be found in the utilisation of our great natural fuel resource, coal, in providing the fuel for this vast fleet. The evolution of the compression-ignition engine is undoubtedly a great step forward in this direction on which the existence of our national safety depends in no small measure. The progress of the experiments that we have already made demonstrate that the end of our present dependence on imported spirit fuels is well in sight. How far this will materialise largely resolves itself into a question of national policy. Let me be quite candid and say that I do not suggest that the compression-ignition oil engine is at the moment superior to the petrol engine. Like all other power units it is experiencing its "teething" troubles.

Perhaps I might be excused for repeating what I said at the last Annual Conference:—

"It should be remembered that the latest types of petrol-engined buses have reached an exceedingly high stage of refinement, and any attempt on the part of the operators to inflict on the public a vehicle in any way inferior, will be strongly resented. The conditions obtaining in the operation of motor omnibuses on heavy trafficked town routes are such as to require a highly efficient and refined vehicle, and the heavy oil engine has not yet reached that high stage of refinement. If any attempt is made to force the pace, and place considerable numbers of more or less immature models on the streets, there is a real danger that hostile criticisms may strangle the use of these engines for passenger work, and so retard normal development and progress."

It is not my intention to indulge in a lecture on the technicalities of the oil engine or a dispute with the protagonists of the tram or the trolley-bus, or the petrol bus, but merely to remark that since writing the foregoing, considerable progress has been made.

I believe the compression-ignition engine has immense possibilities, and that in one form or another it is bound to play an ever-increasing part in our national transport scheme. Those of us who appear before you to-day as experimenters are in no sense wearing the white sheet of penitence. We have, in the limited mileage already accomplished, saved our respective ratepayers approximately £1,000 in fuel economies. From the manufacturers' point of view the successful evolution of this remarkable engine is no less important. Transport operators overseas are literally clamouring for this engine. The economics of the oil engine in the tropics can be gauged from the fact that in such countries as India, petrol loses approximately 10 per cent. in volume daily. As a nation of engineers, exporting our products to the four quarters of the globe, the evolution of the oil engine is a matter of supreme importance.

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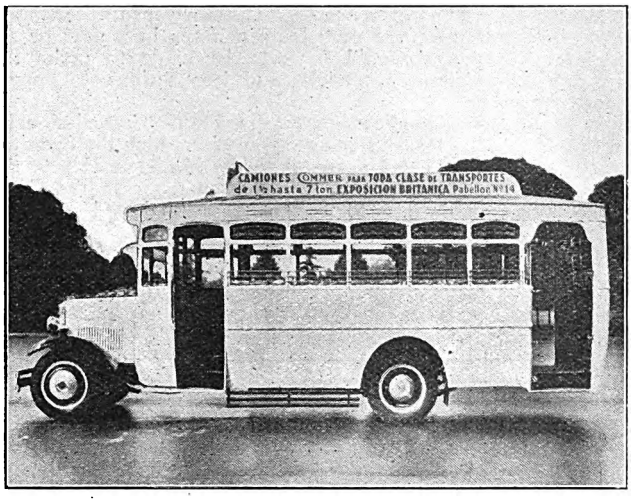
# Motor Coach and Bus Notes.

**Crossley Heavy Oil Buses for Bury.**—Crossley Motors, Ltd., Gorton, Manchester, recently received an order from Bury Corporation for five complete heavy oil engined double-deck omnibuses.

**Commer "Invader" in Buenos Aires.** — During the British Empire Trade Exhibition held at Buenos Aires in March and April last, the Commer "Invader" fitted with a special bus body and shown in the photograph, was in use.




THE COMMER "INVADER" REFERRED TO IN TEXT.

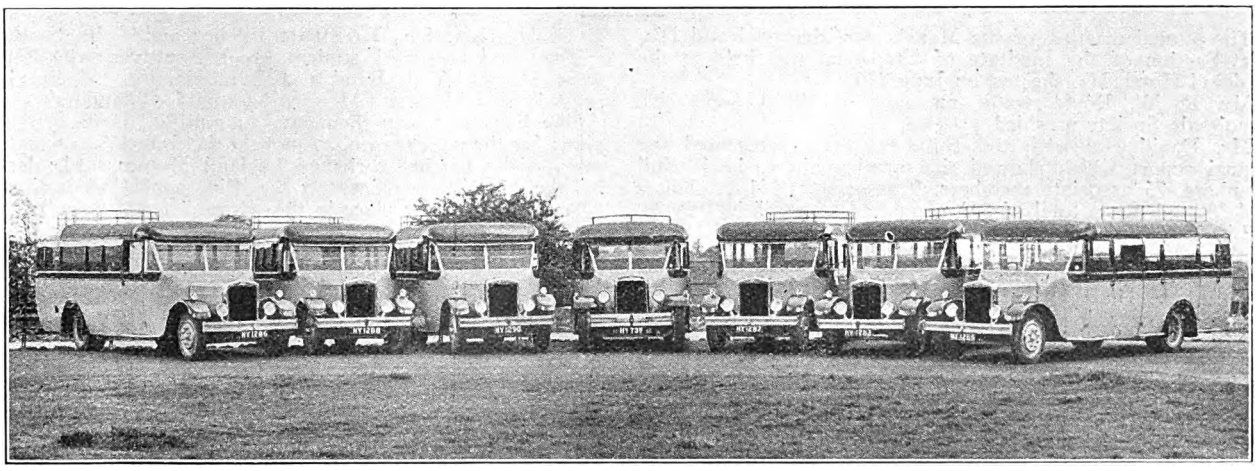
ONE OF THE EASTERN NATIONAL OMNIBUS CO.'S LATEST "THORNYCROFT" DOUBLE-DECK BUSES.

**Bence All-weather Coaches.**—Our illustration shows a fleet of seven all-weather coaches recently designed and built by W. J. Bence, Ltd., Longwell Green, near Bristol, for Mr. L. W. Andrews, "Clifton Greys," 73, Whiteladies Road, Clifton, Bristol. Six of the vehicles in question are mounted on the "B.A.T." cruiser chassis and the remaining one on the "Reo" long wheelbase pullman chassis. All the coaches are fitted with "Sunsaloon" head fittings—mechanically operated from the driver's seat—and all have three doors on the near side, to facilitate quickness of entrance and exit and also accommodating extra seating. The "Reo" pullman is a 28-seater and the "B.A.T." cruisers are 24-seaters. All are upholstered in moquette and all fittings—exterior and interior—are chromium plated.

**One of the Latest "Thornycroft" Double-Deckers.**—Our photograph shows one of a fleet of John I. Thornycroft & Co.'s latest double-decked buses supplied to the Eastern National Omnibus Co., Ltd.

**New Type Buses for Birmingham.**—The Birmingham Corporation Tramways and Omnibus Committee has decided to place an order for 10 Morris-Commercial "Dictator" 34-passenger single-deck omnibuses. The engine and transmission gear of these vehicles can be run out of the chassis on the front wheels, and similarly replaced, in less than three hours.

**Manchester Coachowners Scheme.**—Manchester coach-owner members of the Manchester Transport Owners' Association are finding that their co-ordination scheme is again this season giving very satisfactory results in eliminating modestly filled coaches, avoiding unnecessary congestion in the streets and in regulating the use of booking offices. It is satisfactory to learn that the city police authorities take a friendly view of this effort in practical co-operation. Many difficulties which might have arisen had coach owners been operating their services single-handedly, have been satisfactorily dealt with in the co-ordination scheme.



MR. L. W. ANDREWS' ALL-WEATHER COACHES—BODYWORK BY W. J. BENCE, LTD.

**Traffic Commissioners in Scotland.** — Mr. T. E. B. Chalmers, the Public Service Vehicles Certifying Officer for the Southern Area of Scotland, has sent a letter to the owners of public service vehicles in his area pointing out that when purchasing second-hand vehicles operators should make quite sure that they comply with the Regulations issued under the Road Traffic Act. He states that he has found numerous cases where operators have bought such vehicles only to find afterwards that they did not so comply and in some cases the expense incurred in alterations has been actually more than the price paid. Mr. Chalmers points out further that owners must return application forms P.S.V.1 and P.S.V.3 in duplicate before a request is made for new vehicles to be inspected with a view to the grant of a Certificate of Fitness. Mr. Chalmers will inspect public service vehicles for Certificates of Fitness at Dumfries on July 20th, and at Glasgow on July 27th.

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# Liverpool, Cheshire and North Wales Coach Owners.

To discuss difficulties arising from the operation of the Road Traffic Act, the Liverpool Area Committee of the Commercial Motor Users' Association convened a meeting of Liverpool and district, Cheshire and North Wales motor coach owners which was held in the North Western Hotel, Liverpool, on June 19th.

Mr. T. Lawrenson presided and amongst those present were Mr. F. G. Bristow, general secretary of the C.M.U.A., and representatives of the following firms:—Messrs. Carney and Watson, Llandudno; Southport and Birkdale Motor and Carriage Co., Ltd.; C. James, Liverpool; Wilkinson and Co., Liverpool; D. W. Owen, Caernarvon; New Brighton Touring Co., Ltd.; Owen Roberts, Colwyn Bay; T. J. Roberts, Bethesda; Major James Bennett, Liverpool; F. Supplies, Liverpool; Bullock and France, Southport; Marriner Bros., Southport; Chas. Grieve, Liverpool; H. M. Robinson, Wallasey Motor Touring Co., Ltd.; F. H. Macdonald, Maxways, Birkenhead; Gores, Southport; M. McAdam, Liverpool; J. Jones, Llandudno; H. Greening and Sons, Warrington; Harry Shaw, Warrington, etc.

Mr. T. Lawrenson in opening the meeting said it looked as if motor coach owners were in for a rough time when they appeared before the Traffic Commissioners, and what made things worse was the fact that in the matter of organisation Liverpool and district motor coach owners seemed much behind the rest of the country. In consequence of the zoning agreement which had been reached between the Liverpool Corporation and the railway owned motor bus companies, there were troubles ahead. He was of the opinion that when the agreement came before the court strong opposition should be put forward by motor coach owners whose interests might be adversely affected. Much of their troubles in the past, and perhaps to-day, might be due to the fact that in the transport industry there was too little unity. If users could face the Ministry as a united body, they would command much more respect.

Mr. F. G. Bristow who examined and explained the principal provisions of the Road Traffic Act said that even in the last few days he had come across many instances where not even the most elementary requirements of the Act were appreciated by the people most concerned. The limitation of drivers' hours would loom largely on the horizon in the next twelve months. No driver was allowed to work more than eleven hours in any one day, commencing at 2 a.m. but as time went on, he was hopeful that some concession would be made to the industry.

A great deal of discussion had centred round a very simple point:—when should the driver stop his vehicle? There were only three occasions when a driver was compelled to stop (1) when requested to do so by a constable in uniform; (2) when there is an accident to a person, vehicle or animal and (3) when the driver is commanded to do so by traffic signals or traffic constables. When an officer in plain clothes attempted to hold a driver up in the street there was no need for him to stop.

If any operator publishes a time table or gives instructions to drivers which would have the effect of any journey being completed at a speed exceeding 30 miles per hour, the owner could be summoned and the driver also for aiding and abetting. The Traffic Commissioners were attaching great importance to speed limits.

Mr. Bristow in a reference to compulsory insurance said it was obvious that before very long, perhaps in a year or so, some arrangements would have to be made to make the insurance provisions watertight and less serious for many operators.

With regard to applications to the Traffic Commissioners, in the event of a decision being given with which the operator was not satisfied, he could appeal to the Minister. Up to the end of May 30,000 applications had been made to the Commissioners, of which 3,095 had been granted and only 154 refused.

The C.M.U.A. was endeavouring to get a reduction in the amount of the vehicle licence fees in view of the increase in the amount of the petrol tax. They also took the view that as there were thirteen traffic commissioners, they should hold periodical conferences and pave the way for a uniform policy throughout the country. The present procedure for the granting of licences for spare drivers was rather cumbersome; it should be made much more simple.

Operators also felt there should be some finality as to the number of accessories that should be required on vehicles. They were objecting to the installation of speedometers on various grounds. It was being suggested to the Ministry that where party excursions and tours were undertaken by motor buses and where the passengers were taken from one particular point to another, it should not be necessary for the owner to apply to the Commissioners for a road service licence. Seven days notice should be given to operators of the intention to inspect vehicles, or alternatively an arrangement should be made mutually convenient to the examiner and the owner.

The chairman called attention to what had been done in Manchester by way of making a block application for licences, the cost being distributed over the number of applicants. It appeared to be late in the day for Liverpool to adopt similar procedure, owing to lack of organisation, but if the forms were submitted by coach owners to the secretary, the latter would make the best arrangements possible.

# Institute of Transport.

**Manchester-Liverpool and District Section.**

The annual meeting of the Manchester-Liverpool and District Section of the Institute of Transport was held at the Midland Hotel, Manchester, on June 26th.

Mr. R. W. Royle, traffic manager of the Co-operative Wholesale Society presided.

Mr. David Halliwell, the Hon. Secretary, presented the annual report which showed the membership to be 70 full members, 75 associate members, 9 associates, 111 graduates and 38 students, a total of 303, compared with 295 in 1929-30, 202 in 1928-29 and 273 in 1927-28. Mr. Halliwell paid tribute to the memory of Mr. W. A. M'Grath who he said was the foundation chairman of the North Western Section and occupied the chair for three years. Much of the success of the Section was due to his inspiration.

After a detailed reference to the work of the past session, Mr. Halliwell mentioned that the Institute examination was held at the High School of Commerce, Manchester, and sixteen candidates entered from the Section. The Committee expressed their appreciation of the help afforded by the Manchester Education Committee and the Principal of the High School of Commerce (Mr. H. L. Marsden).

The financial statement was presented by Mr. H. Howard Robinson and adopted.

Five vacancies were notified on the committee due to the automatic retirement of Major Frank Bustard, Mr. E. H. Edwardes, Mr. G. B. Lissenden, Mr. Gerald Leedam and Mr. J. R. Williams after three years service. Their places are to be filled by Mr. William Chamberlain (chairman of the North Western Traffic Commissioners). Mr. A. J. Green (traffic manager, Calico Printers' Association), Mr. Maclaren Hamilton, Mr. M. A. Robinson (Coast Lines Liverpool) and Mr. C. A. Stafford. The other members of the committee are Messrs. Norman E. Box, R. W. Bradley, F. H. Cowell R. Davidson, W. Edwards, F. R. Hauxwell, J. Marshall, J. G. Merriweather, R. Stuart Pilcher and Colin S. Percy.

The graduates and students representatives who retired were Messrs. A. J. Bond and J. Balmanno. Their places are taken by Messrs. T. P. Beasley and J. Gillanders.

The hon. secretary then gave an outline of the proposed plans for the next season. Amongst the fixtures contemplated are:—visits to the works of Leyland Motors, Ltd.; lecture by the veterinary officer to the Liverpool Corporation on "The horse and its place in the scheme of transport"; paper on the Diesel engine by a representative of Crossley Motors, Ltd., and possibly a visit to the works; social evening when it is hoped to show a cinematograph film of the recent visit by members of the Institute to Italy; Paper by Mr. Carl Fox on modern methods of road transport publicity; paper on railway electrification; paper on progress in passenger road transport; and at least one other works visit. The suggestion was made by one member that it would be very interesting for members to pay a visit to see the progress of the Mersey Tunnel works.

The secretary said this would be borne in mind for the visit to Liverpool in October.

There was discussion on the suggestion for a lecture on the technicalities of the Diesel engine, it being pointed out that as a large number of members of the Section were interested in the operative side of transport, data as to day to day operation and maintenance might be more desirable than technicalities.

The chairman said they had a good many members who were heads of departments and they were keenly interested in what the Diesel engine was going to do and how it was going to be developed. At present, this unit was only in embryo form but it was forcing its way to the front. He was sure that members would want to get all the information possible on the subject.

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# Co-ordinating Rail and Road Travel.

## Further Working Agreements.

THE following is printed in the *Railway Newsletter*, July issue:—

Further working agreements have been made by the railways with the larger road transport concerns of the country. The setting up of joint committees in each case for exchanging ideas and carrying out a policy of co-ordination between rail and road services has been productive of benefit to the public in the shape of interavailability of tickets, which is now in operation at a very large number of places, improved connections between rail and road services, co-ordination of timetables, etc.

The following is a complete list to date of associated road motor companies with whom arrangements have been made:

LONDON, MIDLAND AND SCOTTISH RAILWAY.

| *Associated Road Company.* | *District covered.* |
|---|---|
| Ayrshire Pullman Service. | Ayr, Girvan and Newton Stewart. |
| Birmingham & Midland Motor Omnibus Co., Ltd., incorporating— Black & White Motorways, Ltd. (Jointly with Great Western Railway). | Staffs., Leicestershire, Warwickshire, Worcestershire, Herefordshire, Salop., Oxon. and Northants. |
| Crosville Motor Service, Ltd., incorporating— Llandudno Coaching & Carriage Co. Brookes White Rose Services, Rhyl. U.N.U. Motor Services, Carnarvon. Mona Maroon Services, Holyhead. | North and Central Wales, Anglesey, Chester, Wirral, Liverpool, Warrington, Northwich, Crewe, Whitchurch, etc. |
| Cumberland Motor Services. | Cumberland. |
| Glasgow General Omnibus Services, Ltd. | Glasgow. |
| Greenock & Largs Services. | Greenock and Largs. |
| Greenock Motor Co. and L.M.S. Joint Omnibus Services. | Between Glasgow, Greenock and Largs. |
| Highland Transport Co., Ltd. | Inverness, Dingwall, Dornoch, etc. |
| L.M.S. & Mansfield & District Tramways Co. (Joint Service). | Mansfield, Southwell and Newark. |
| Ribble Motor Services, incorporating— Rishton & Antley Motor Co. Furness Omnibus Co., Ltd. | Liverpool, Wigan, Bolton, Manchester and northwards to Carlisle. Barrow, Windermere, etc. |
| Stewart & McDonald, Ltd. | Glasgow, Coatbridge, Motherwell, Newarthill, Wishaw, Lanark, Biggar and Symington. |
| Todmorden Corporation & L.M.S. Joint Omnibus Services. | Todmorden. |
| J. W. & R. Torrance, Ltd. | Hamilton and Glasgow. |

LONDON AND NORTH EASTERN RAILWAY.

| | |
|---|---|
| Eastern Counties Road Car Co., Ltd. | Norfolk and Suffolk. |
| East Yorkshire Motor Services, Ltd. | East Yorkshire. |
| Northern General Transport Co., Ltd. | Northumberland and Durham. |
| United Automobile Services, Ltd. | Northumberland, Durham, Yorkshire, Lincolnshire, Norfolk and Suffolk. |

L.M.S. AND L.N.E.R. JOINTLY.

| | |
|---|---|
| Eastern National Omnibus Co., Ltd. | Essex and Bedfordshire. |
| East Midland Motor Services, Ltd. | Derbyshire, Nottinghamshire and Yorkshire. |
| Hebble Omnibus Services. | Yorkshire. |
| Lincolnshire Road Car Co., Ltd. | Lincolnshire and Nottinghamshire. |
| North Western Road Car Co., Ltd. | Cheshire and Derbyshire. |
| Ortona Motor Co., Ltd. | Cambridgeshire. |
| Peterborough Electric Traction Co., Ltd. | Cambridgeshire, Huntingdonshire and Norfolk. |
| Trent Motor Traction Co., Ltd. | Nottinghamshire and Derbyshire. |
| West Yorkshire Road Car Co., Ltd. | Yorkshire. |
| Yorkshire Traction Co., Ltd. | Yorkshire. |
| Yorkshire (Woollen District) Electric Tramways, Ltd. | Yorkshire. |
| Scottish Motor Traction Co., Ltd., incorporating— | Scotland. |
| W. Alexander & Sons, Ltd. | Scotland. |
| Scottish General Omnibus Co., Ltd. | Stirling, Fife, Lanark. |
| Scottish General (Northern) Omnibus Co., Ltd. | Aberdeen, Nairn, Inverness. |
| Simpsons & Forresters, Ltd. | Stirling, Fife, Kinross. |
| Pitlochry Motor Co., Ltd. | Perth, Ayr. |
| General Motor Carrying Co., Ltd. | Fife, Perth, Stirling. Lanark. |
| Midland Bus Services, Ltd. | Scotland. |

Note:—Arrangements have been completed for an amalgamation of the Eastern Counties Road Car Company, Ltd., the Ortona Motor Company, Ltd., the Peterborough Electric Traction Company, Ltd., and the undertaking in Norfolk and Suffolk of the United Automobile Services, Ltd., which will take effect as from the 1st October next. The new company will be known as the Eastern Counties Road Car Company, Ltd.

CORPORATION UNDERTAKINGS IN WHICH L.M.S. AND L.N.E.R. HAVE JOINTLY ACQUIRED AN INTEREST.

| | |
|---|---|
| Halifax. | Yorkshire. |
| Sheffield. | Yorkshire, Lancashire, Lincolnshire and Derbyshire. |

L.M.S. ONLY.

| | |
|---|---|
| Huddersfield. | Yorkshire. |

GREAT WESTERN RAILWAY.

| | |
|---|---|
| Birmingham & Midland Omnibus Co., Ltd., incorporating— Black & White Motorways, Ltd. (Jointly with L.M.S.) | Staffs., Leicestershire, Warwick, Worcester, Hereford, Salop, Oxon, and Northamptonshire. |
| Bristol Tramways & Carriage Co., Ltd. | Bristol district. |
| City of Oxford Motor Services, Ltd | Oxford district. |
| Devon General Omnibus and Touring Co. (Jointly with Southern Rly.) | Devon. |
| Thames Valley Traction Co., Ltd. (Jointly with Southern Rly.) | Parts of Buckinghamshire, Berkshire, Hampshire and Oxford. |
| Western National Omnibus Co., Ltd | Devon and Cornwall — south of a line from Newquay to Exeter; also parts of Somerset, Gloucestershire, Dorset and Wilts. |
| Western Welsh Omnibus Co., Ltd. | South Wales—south of a line from Aberayron to Hereford. |
| Wrexham & District Transport Co., Ltd. | North Wales—north of a line from Aberayron to Hereford. |

SOUTHERN RAILWAY.

| | |
|---|---|
| Aldershot & District Traction Co., Ltd. | West Surrey and East and North Hants. |
| Devon General Omnibus & Touring Co. (Jointly with G.W.R.) | East and South Devon. |
| East Kent Road Car Co., Ltd. | East Kent. |
| Hants & Dorset Motor Services, Ltd. | South Hants. and East Dorset. |
| Maidstone & District Motor Services, Ltd. | West Kent and East Sussex. |
| Southdown Motor Services, Ltd. | Sussex and East Hants. |
| Southern National Omnibus Co., Ltd. | Dorset, Somerset, East and North Devon, and North Cornwall. |
| Southern Vectis Omnibus Co., Ltd. | Isle of Wight. |
| Thames Valley Traction Co., Ltd. (Jointly with G.W.R.) | South Bucks., Berks. and Hants. |
| Wilts. & Dorset Motor Services, Ltd. | Salisbury and District. |

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# Public Cleansing Demonstration at Olympia.

IN connection with the first International Conference on Public Cleansing to be held from July 27th to 31st inclusive, there will be a comprehensive and interesting demonstration of vehicles, appliances and plant exhibited at Olympia for the three days from July 28th to July 30th. Although many of the entries do not come within the scope of transport, others should be of interest to road transport contractors, undertaking municipal work in connection with street cleansing and refuse-collection. We are therefore giving a list of the firms exhibiting, with the machines which will be shown in those cases where information has been supplied to us.

**List of Exhibitors and Their Exhibits.**

Dennis Bros., Ltd., Guildford.
- 350-Gallon Cesspool-Emptier incorporating 30-cwt. pneumatic-tyred chassis.
- 550-gallon Multi-Purpose Gully-Emptier.
- 1,100-gallon Dual-Purpose Machine.
- 1,200-gallon Street Washing and Watering Machine.
- 10 Cubic Yard Refuse-Collector.
- Dennis Motor Lawn Mowers.

W. & G. Du Cros, Ltd., Acton, W.3.
- Two Refuse Collectors.

Eagle Engineering Co., Ltd., Eagle Works, Warwick.
- Eagle-Thornycroft Hygienic low-loading Refuse Collection Vehicle.
- International Tractor coupled with a New Eagle Dustless Collector.
- Eagle Patent 2 wheel Trailer with Hygienic Covers.
- Eagle Cable Rotary Bin Collector.
- Other vehicles will appear on the stands of Halley Motors, John I. Thornycroft, Easyloader, Karrier Motors, and Electricars.

Electricars, Ltd., Lawley Street, Birmingham.
- Electrically Propelled Tractor.
- New chassis designed to take the Eagle-Neuey Dustless Refuse body equipped with Ess-Em shutters.
- A Similar chassis as above, with the exception that it has been made suitable to take the Faun body. Also equipped with Ess-Em shutters.
- All-Electricar model.
- Electricar 2-ton machine fitted with Ess-Em shutter.

F. M. Motors, Ltd., Manor Gardens, Chelsea, S.W.3.
- F. M. Refuse Collection Vehicle.

Guy Motors, Ltd., Fallings Park, Wolverhampton.
- Guy Sweeper Loader.

Halley Motors, Ltd., Yoker, Glasgow.
- 24-36 h.p. 4 cylinder Dustless Refuse Collection Vehicle.
- 30-85 h.p. cylinder 1,000 gallon Halley-Eagle Street Washing and Watering Vehicle.

Karrier Motors, Ltd., Karrier Works, Huddersfield.
- New Type "ESC" Sweeper and Collector with Curved Broom.
- "RB 700" Sweeper with Squeegee attachment.
- "CYR" 500 gallon Gully Emptier.
- New type "RSC" Sweeper and Collector with Curved Broom.
- "CYR" Special Purpose Refuse Tipper.
- "CYR" Tipper with interchangeable Water Tank for Street Washing Purposes.
- "Colt" three-wheel Refuse Collector.
- "Colt" three-wheel Street Sweeper.
- Two demonstration "CYR" Refuse Collectors with all steel bodies.

Lacre Lorries, Ltd., 78, York Road, King's Cross, N.1.
- Lacre "L" Type Sweeper. (Four of these vehicles will be shown, being repeat orders to different councils).

Morris Commercial Cars, Ltd., Soho, Birmingham.
- 35-40 cwt. Model Refuse Collection Vehicle.
- 35-40 cwt. Long Wheelbase Model Refuse Collection Vehicle.

Shelvoke & Drewry, Ltd., Letchworth, Herts.
- Two 3-ton 10 cubic yard Freighter Dustless Loaders.
- One "Chelsea" Type Freighter Dust Cart.
- One 3-ton, 10 cubic yard "Newcastle" Type Freighter Dust Cart.
- One Freighter Dust Cart having a 3-ton, 10 cubic yard body with canvas covers.
- One freighter Demountable Refuse Container Vehicle.
- One Freighter Double Deck Interchangeable Dustbin Wagon.
- One Freighter Street Watering Cart.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, S.W.1.
- Eagle-Thornycroft 7 cubic yard low-loading Refuse Collection Vehicle.
- Eagle-Thornycroft 800 gallon Cesspit Emptier.

Unic Automobiles, Ltd., 303-5, Cricklewood Broadway, Cricklewood, N.W.2.
- Unic Low Load Line Refuse Collecting Vehicle.

Yorkshire Patent Steam Wagon Co., Hunslet, Leeds.
- Yorkshire Gully Emptier.

**Firms whose particulars have not reached us at the time of going to press are:—**

Albion Motors, Ltd. (Sales Dept.), Bank Buildings, 20, Kingsway, W.C.2.

Allan Taylor & Co. (F. W. Taylor), 118, High Street, Wandsworth, S.W.

Britannia Batteries, Ltd. (Advtg. Dept.), 233, Shaftesbury Avenue, W.C.2.

Bunce, Wm., & Son, Ashbury, Swindon.

County Commercial Cars, Ltd. (Secretary), Abbey House, Westminster, S.W.1.

D. P. Battery Co., Ltd., Bakewell, Derbyshire.

Faunwerke G.m.b.H. Wachterstr. 2/16, Nurnberg, Germany.

Fowler, John, & Co. (Leeds), Ltd., Leeds.

Garrett, Richard & Sons, Ltd., Aldwych House, Aldwych, W.C.2.

General Vehicle Co., Ltd. (Secretary), 15, Devonshire Street, Bishopsgate, E.C.2.

Gottfried Linder, A.-G. (Export Dept.), Ammendorf Nr. Halle-Saale, Germany.

Heenan & Froude, Ltd., Shrubb Hill Engg. Works, Worcester.

Industrial Waste Eliminators, Ltd., 20, High Holborn, W.C.1.

Maskinfabriks Aktiebolaget Norrbacken (Director Hilding Linde), Blomstehmala, Sweden.

Mitchell Conveyor & Transporter Co., Ltd., Atlantic House, 45-50, Holborn Viaduct, E.C.1.

New Easyloader Motors, Ltd. (A. E. Tapper), 100, Palmerston Road, N.W.6.

Sherwood, John, Dover House, 170, Westminster Bridge Road, S.E.1.

Somua (Andre Rhul), 146, Boul. Victor-Hugo, St.-Ouen-sur-Seine, France.

Vauxhall Motors, Ltd. (A. F. Palmer Phillips), Edgware Road, The Hyde, Hendon, N.W.9.

Walker Bros. (Wigan), Ltd. (Motor Dept.), Pagefield Iron Works, Wigan.

Woodall-Duckham Vertical Retort & Oven Construction Co. (1920), Ltd. (Secretary), Allington House, 136, Victoria Street, S.W.1.

## Third Party Risks.

**Important Announcement.**

IT has been brought to the notice of the Minister of Transport that in many policies against third party risks arising out of the use of motor vehicles is included a condition, of which the effect is that the insurers are not liable if the person driving the vehicle concerned is not the holder of a driving licence under the Road Traffic Act, 1930.

The result has been that in some cases where, through inadvertence, a driver has failed to renew his driving licence, this offence has entailed a further offence of a considerably more serious character under Part II of the Act, viz., using an uninsured vehicle on a road.

As the result of negotiations, members of the Accident Offices Association, Lloyd's Underwriters and practically all the independent Insurance Offices have agreed that all future insurance certificates issued in connection with motor vehicle policies will be amended by replacing the existing clause as to driving licences by the following:—

"Provided that the person driving holds a licence to drive the vehicle or has held and is not disqualified by order of a court of law or by reason of age or disease or physical disability for obtaining such a licence."

Future policies will be similarly amended.

Policies and certificates which have already been issued and are still in force will be interpreted by insurers as containing the above amendment and it is, therefore, unnecessary for policy holders to return their policies or certificates for alteration.

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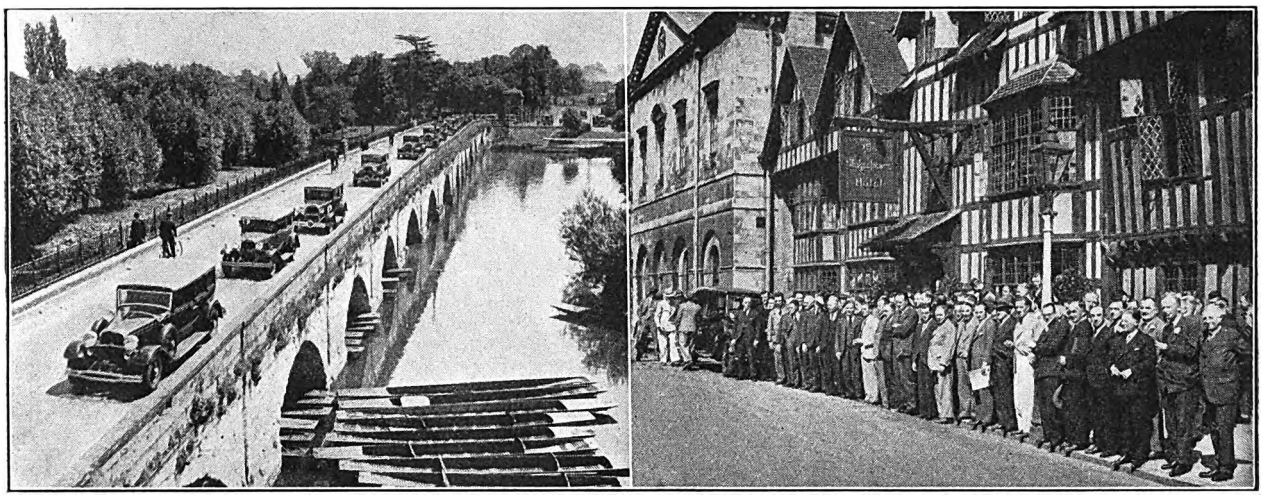
# Great Ford 72-Hour Reliability Trial.

MANY Ford cars took part in a great engine non-stop dependability demonstration organised recently by the Ford Motor Company, Limited.

By adhering to a predetermined route, embracing the stiffest gradients and poorest surfaces in the vicinity, the intention was to demonstrate the complete dependability of the Ford cars which, in addition to the three days and nights continuous running observed a strict time schedule.



LEFT: SOME OF THE CARS ARRIVING FOR THE RALLY AT STRATFORD-ON-AVON. RIGHT: THE ENGLISH ENTRANTS OUTSIDE THE ANCIENT SHAKESPEARE HOTEL AT STRATFORD-ON-AVON.

With a regularity that was almost monotonous, 194 New Ford cars travelled over their respective circuits for three days and three nights without an engine stop.

At the finish and straight from their record-breaking runs with the "scars of battle" still upon them, the cars and their drivers assembled at three points in the British Isles, Stratford-on-Avon, Edinburgh and Dublin. At each of these places, after a grand parade of the cars, a dinner was held at which representatives of the Ford Motor Company, Limited, laid before the assembled dealers the official figures and results of the tests.

The total mileages of the 194 cars entered was 334,930. The average mileage per car was 1,726 miles, which produces an average speed of approximately 24 miles per hour.

An average speed of 24 miles per hour over a period of 72 hours without engine stop is a remarkable and consistent performance, when one considers that it was created, not by a few highly-tuned cars, but by nearly 200 standard, stock Fords

The total distance covered was over 13 times round the world. All cars were standard New Fords, some new, some 2½ and 3 years old. The speedometer reading of one car at the start was "0." The speedometer reading of another car was "50,000." It had taken part in the last two Monte Carlo Rallys and the last Rigo Rally. It has won eight gold medals in M.C.C. reliability trials and returned on the day before the demonstration from a great Ford Rally at Cologne. Then it ran without an engine stop for three days and three nights.

# London and Home Counties Traffic Advisory Committee.

## Fifth Annual Report.

THE Fifth Annual Report of the London and Home Counties Traffic Advisory Committee to the Minister of Transport for the year 1929-30, has been published and copies (price 2s. 6d.) may be purchased from H.M. Stationery Office or from any bookseller.

The Report covers the period from the 1st October, 1929, to 30th September, 1930, and deals with the various matters considered by the Committee during this period amongst which are the following:—Road and bridge schemes including Charing Cross Bridge, improvements at the Elephant and Castle and in the Dock Area, and the Lower Thames Tunnel; The co-ordination of street works affecting important thoroughfares; The control of omnibus services under the provisions of Section 7 of the London Traffic Act; Regulations in regard to waiting vehicles, unhired cabs, and broken down vehicles; Prescribed routes for traffic where "roundabout" and "one-way" traffic systems have been put into operation; Traffic control signals; The fixing of stopping places for omnibuses and tramcars.

### HORSE-DRAWN TRAFFIC.

The Report states:—"From time to time we have received representations suggesting the restriction of the use of certain streets by horse-drawn traffic, but the opinion we have formed is that it would be inadvisable, having regard to the existing requirements of trade and the conditions under which certain forms of traffic are operated, to attempt to impose at the present time restrictions of a general character upon the use of horse-drawn vehicles in London. It appeared, however, that the restriction of slow moving vehicles (including horse-drawn) in Oxford Street might be an advantage in connection with the proposed installation there of traffic control signals . . ."

Included in the same volume are:—

(a) The Minister's report to Parliament under Section 8 of the London Traffic Act, and statistics relating to the operation of omnibuses in London.

(b) A statement extracted from the annual Tramway Return shewing the results of the operation of tramways in the London Traffic Area during the period under review.

(c) A statement shewing the number of passengers originating on the London Underground Railways during the years 1925-29.

(d) A statement respecting street accidents in regard to which certain powers of inquiry are conferred upon the Minister by Section 12 of the London Traffic Act, 1924.

# Furniture Warehousemen and Removers' Association.

## South Wales (Cardiff) Centre.

Many members of the South Wales (Cardiff) Centre of the Furniture Warehousemen and Removers' Association met at the Old Arcade Hotel, Cardiff, on June 17th, and entertained to dinner Mr. C. W. Curson, Manager at the Newport (Mon.) branch of Pickfords' Ltd. Mr. Curson is leaving Newport on being transferred to Messrs. Pickfords branch at Chatham.

Mr. Evan Jones (British Co., Ltd., Cardiff) the Chairman of the Centre presided, and amongst those present were Mr. Stacey (Manager, Pickfords, Ltd., Cardiff), Messrs. Roberts and Lerworthy (Pickfords, Ltd., Cardiff), R. N. Addington, M. Howell, — Baker, G. W. Wensley, G. D. Wensley and H. W. Wensley (Wensleys, Ltd., Cardiff), A. Setchfield and Frank Chapman.

Mr. Baker, who succeeds Mr. Curson at Newport, was given a cordial welcome to his new sphere of activity.

A handsome writing cabinet was presented to Mr. Curson by the Chairman on behalf of the Centre. The Cardiff Staff of Pickfords, Ltd., presented Mr. Curson with an umbrella and fountain pen.

During his residence at Newport, Mr. Curson has been a very active member of the South Wales Centre and occupied the Chair for some years and all his friends wish him every possible success in his new appointment.

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# The Royal Show.

This year road transport was not so well represented at the Royal Agricultural Society's Show as usual, some of the firms familiar to Royal Show visitors being absent. Nevertheless there were several outstanding features such as the increasing use of the heavy oil engine for road vehicles; the decided improvement in steam wagon design, thus proving beyond doubt that the steam vehicle is by no means outclassed by its formidable competitor; the internal combustion engined vehicle. Thirdly, a very noticeable feature of the show was the large increase in numbers of tractors, industrial and agricultural. In matters apart from transport, the small power engine for stationary work was much in evidence. With the increase in use of the motor lorry, the tractor and the small power stationary engine, which can be used for such a variety of purposes, the mechanization of British agriculture is proceeding apace.

The steam wagon exhibits, though fewer in number than in previous years, showed a marked improvement in design, which makes one wonder whether those who have withdrawn from the field of competition and concentrated on other types of vehicles, have done wisely.

**Fodens** exhibit was impressive. It included two "Speed Sixes," two "Speed Twelves," a tractor and trailer. The tractor and trailer (the order included a second trailer) were for the Warwickshire County Council. The tractor, which has the same power unit as both the "speed sixes" and "speed twelves," was mounted on single pneumatic tyres 40 in. by 8 in., and the trailer, of 10 ton capacity, was equipped with 40 in. by 9 in. twin tyres on all wheels; it was provided with a three-way tipping body. One of the "speed sixes" was for Jas. Shipton & Sons, Ltd., Star Brewery, New Basford, Nottingham, and one for Warwicks & Richardsons, Ltd., The Brewery, Newark-on-Trent. Murrells Wharf had purchased a "speed twelve" after having been using two "speed sixes" for some time, and in addition to the machine exhibited they had ordered at the same time three more "speed twelves," four more "speed sixes" and four trailers.

The **Sentinel** stand was no less impressive, the feature of this exhibit being the Silica-Gel refrigerator body mounted on a D.G.4 chassis. This vehicle is intended for the transport of traffic from northern ports to inland towns and is, we understand, the first of its type placed on the market. A new model was the double geared D.G.6, which has also a completely new design bogie. A D.G.4 lorry and trailer were shown of which the Grieve Haulage Co., Kew Ferry, were the purchasers. All vehicles shown were repeat orders from well-known firms.

**Garretts** were showing an 8-ton undertype steam wagon, being a repeat order from H. Kay, Ltd., and also a "Suffolk Punch" four wheel drive steam tractor. The firm were also showing an entirely new crude oil 6/7 ton lorry, the engine being a Blackstone 6-cylinder model with spring injection. For this vehicle they were awarded the R.A.S. silver medal. They also had on view an agricultural tractor fitted with an Aveling & Porter "Invicta" oil engine.

**Marshalls** were showing oil engined tractors both agricultural and industrial. The engines are of the single cylinder horizontal heavy oil type, developing 15/30 h.p.

**Massey Harris** were showing agricultural tractors only. (They are producing an industrial tractor particulars of which we are to have later.)

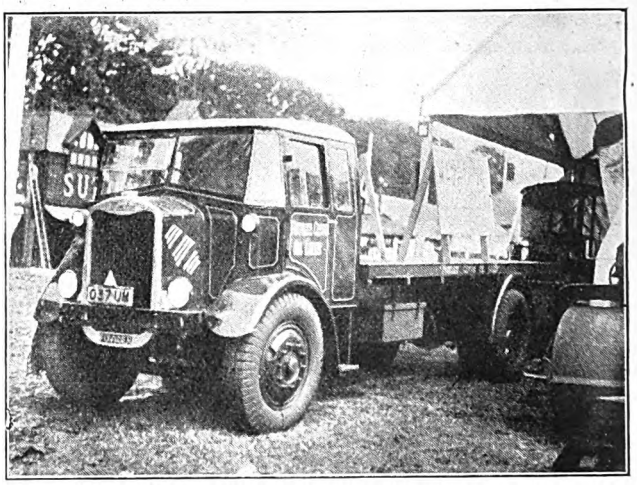
**Ford Motor Co.** had a very comprehensive range of vehicles for goods, passenger and cattle transport. The cattle truck shown was equipped with a general purpose body which could be adapted for the transport of either cattle or goods. There was a considerable range of tractors with certain modifications, including a 12/20 h.p. engine with a larger bore than formerly and with wings fitted as standard equipment. "Roadless" tracks are adopted as standard for the creeper track models.

**Fosters** were showing amongst other exhibits their well known "Wellington" rubber tyred steam tractor, with three speed gear.

**International Harvesters** were showing agricultural and industrial tractors, one of the latter being equipped with pneumatic tyres and another with a Hi-lift shovel equipment.

**Morris Commercial** had a particularly comprehensive exhibit amongst which was conspicuous the "Dictator" luxury coach. The feature of the "Dictator" chassis is that the engine can be easily disconnected from the frame and wheeled out for inspection or repair on the front axle. The coach body of this vehicle, by Caffyns, Ltd., Eastbourne, was particularly luxurious. Another feature was the particularly roomy cab obtained by slightly tilting the engine over to the near side. The Morris Commercial farm and estate wagon was another very interesting vehicle. It is built to comply with the Ministry of Agriculture and Fisheries regulations. It can be used for the transport of either cattle or goods. Its tailboard is easily lowered to form a ramp and the body is built without wheel arches. It has a canvas top which is easily removed when the vehicle is required for carrying market garden or similar produce.

On the **Fowler** stand the outstanding feature was the firm's new heavy oil engined lorry fitted with a M.A.N. 6-cylinder engine developing 90 b.h.p. at 1,400 r.p.m. This vehicle has a carrying capacity of 6/7 tons. It is sold either as a fast model known as the "Marathon" giving a speed of 46 m.p.h., as a heavy transport vehicle, with double reduction rear axle, known as the "Warrior," or with a three-way tipping body. A 45 h.p. petrol tractor mounted on pneumatic tyres was also exhibited.



THE FOWLER CRUDE OIL LORRY.

**The Eagle Engineering Co.** this year had a particularly large exhibit. It included their low loading refuse collection body mounted on a Thornycroft chassis; a special 3-ton two wheel trailer for use with the Karrier "Cob" tractor. A new product also was a high speed four wheel 5/6-ton pneumatic tyred trailer with new central braking control. Another interesting exhibit was a two wheel 5-ton trailer shown in conjunction with an International tractor. The trailer was equipped with a hand operated hydraulic tipping body. Also there were shown the Ess-Em type refuse collection body for use with the Ess-Em containers. Eagle tipping gears were a feature of the exhibit and the Eagle patent spring drawbar for trailers. The Eagle Warwick living van was in use as an office.

**Ransome, Sims & Jefferies** had amongst their exhibits a "Caterpillar" 30 tractor.

* * * *

**Gray Horseshoe Pad Co., Ltd.**—Another firm exhibiting at the Royal Show at Warwick was the Gray Horseshoe Pad Co., Ltd., 13 and 14, Suffolk Street, Birmingham, a firm who have specialised for many years in shoeing pads for horses. Their stand was in its right place near the shoeing forge, and as the Royal Show is noted for its magnificent exhibits of horses, this stand naturally attracted a great deal of interest. As many of our readers are still using horses for transport purposes, we strongly recommend any who are interested to communicate with this firm and obtain particulars of the "Gragrip" pad. We are informed that the Birmingham Co-operative Society have to-day 450 horses, and that over 80 per cent. of these are regularly "Gragrip" shod with very satisfactory results.

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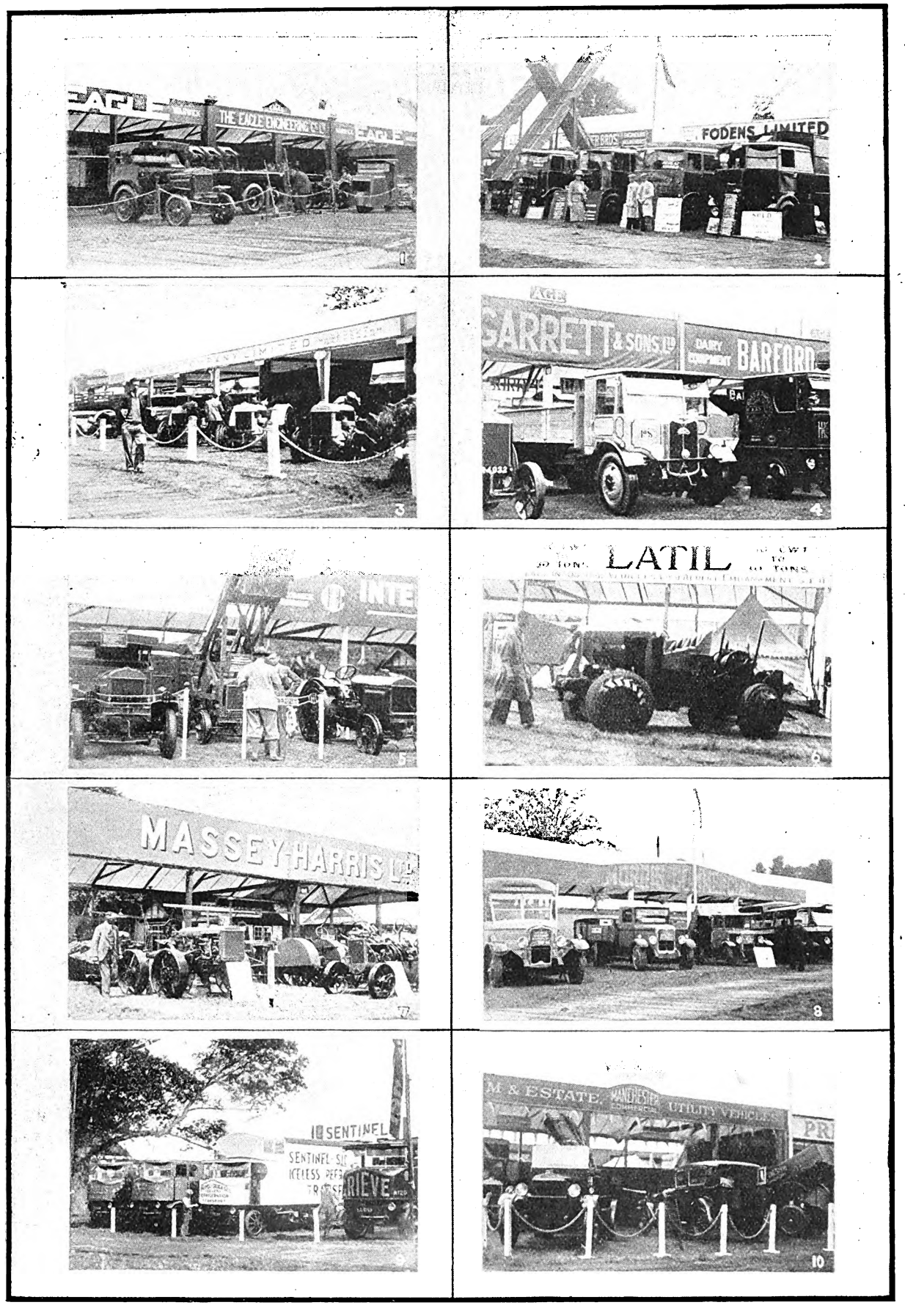


Photos] [World's Carriers.

AT THE ROYAL AGRICULTURAL SHOW, WARWICK.

1. An attractive display by the Eagle Engineering Co., Ltd.
2. Sturdy Fodens.
3. Ford Motor Company, Ltd., stage a valiant show.
4. Garrett's in the limelight.
5. "International" Road and Agricultural vehicles.
6. Latil Industrial Vehicles, Ltd.
7. Massey-Harris Agricultural equipment.
8. A range of Morris-Commercials.
9. "Sentinels" on guard. Note the "Sentinel" D.G.6 equipped with Silica-Gel Iceless Refrigerating Plant.
10. Manchester-Commercials on the stand of Willys Overland Crossley, Ltd.

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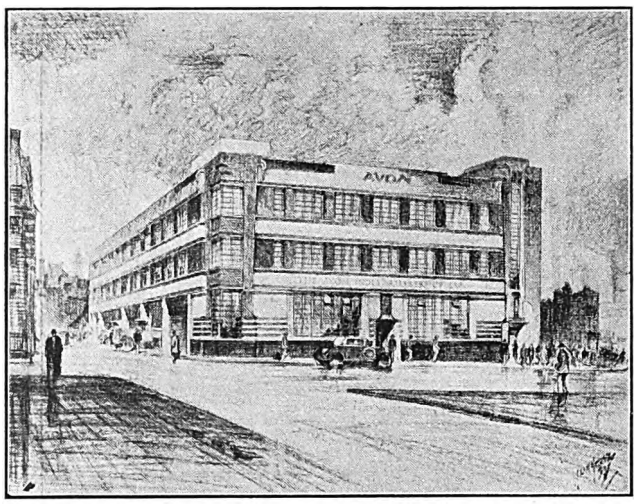
# The Avon India Rubber Co., Ltd.

IN our issue for April last we gave a description of the new London Depot of this well-known Tyre firm. It was, therefore, with special interest that we received an invitation to




AVON'S NEW LONDON HOME.

the "house warming" on Tuesday, June 23rd, last. On this occasion we had the pleasure of meeting Major R. F. Fuller, J.P., and Sir Herbert Blain, C.B.E., M.Inst.T., the Chairman and Deputy Chairman respectively, of the Company.

In a speech of welcome Sir Herbert Blain after telling his audience why the Company had built their new premises, constituting the London offices and Service Depot at Mabledon Place, St. Pancras, W.C.1, referred to the re-organisation of their works at Melksham, following the partnership which had been entered into with the well-known Seiberling Tyre Company of America.

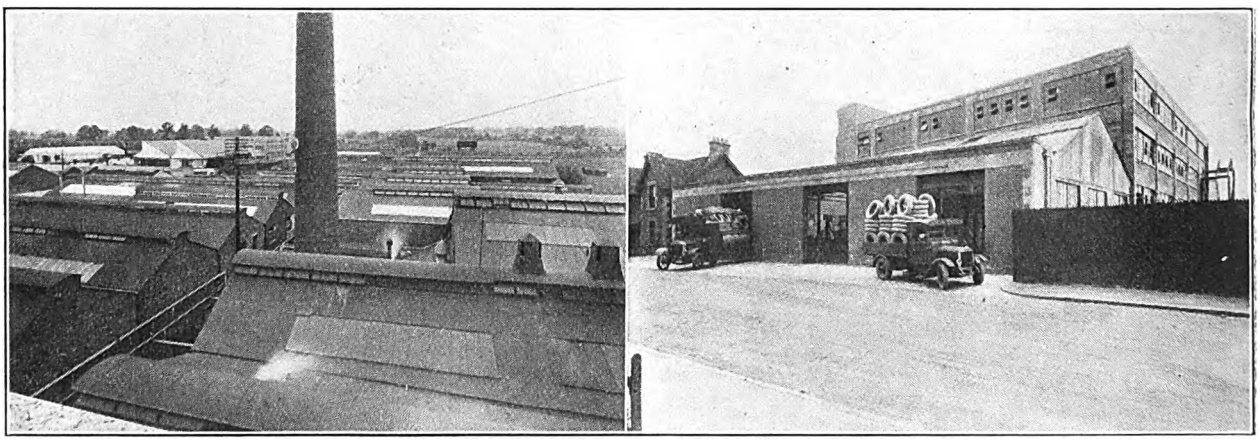
It was, therefore, with added interest that we took part in a visit to these works on Tuesday, July 7th, and had the opportunity of inspecting the up-to-date machinery and splendid organisation under which Avon-Seiberling tyres are produced.

Mr. F. W. Hinde, Joint Managing Director, was our host on this occasion, ably supported by a number of his colleagues including Mr. F. Webster, the General Sales Manager, Mr. Comley, Assistant Sales Manager, Mr. Swanborough, the Works Manager, and Mr. A. Peake-Jones, the London Manager.

In a brief speech at a luncheon which preceded the tour of the Works, Mr. Hinde referred to the recent developments whereby the Avon India Rubber Co., Ltd., which was established in 1885, had joined forces with the Seiberling Rubber Co., of America, pooling their experience and securing the benefit of American methods as well as the British system under which their business had become so firmly established. Sir Herbert Blain had paid a visit to America to study tyre production in the United States and the Vice-President of the Seiberling Co., had spent six months at Melksham studying production methods and organisation on this side.

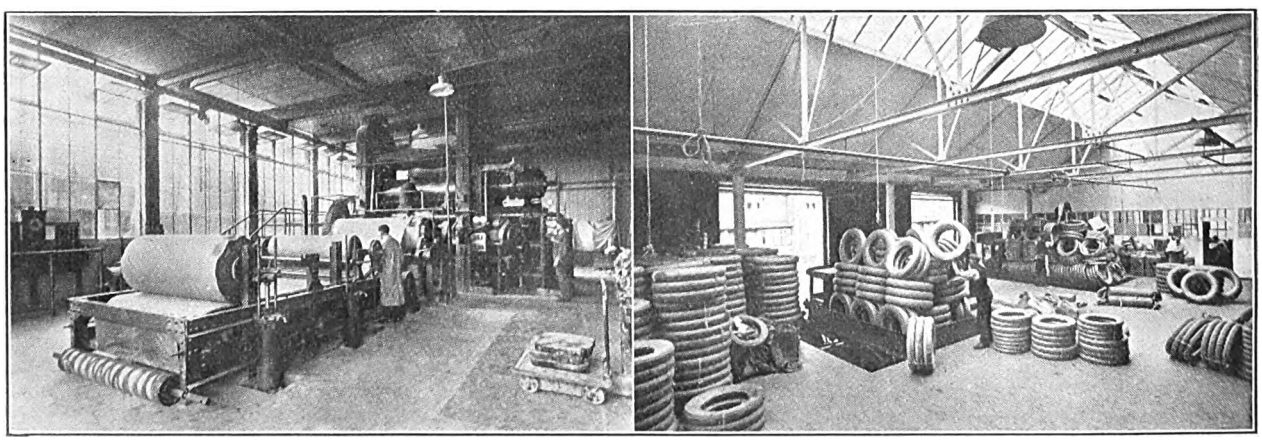
Our illustrations show some of the shops which were inspected and some of the many processes through which a modern tyre passes before it emerges ready for the road.

Extensive developments are still in progress, involving pulling down a considerable amount of old property and making another entrance to the Works, which will facilitate the despatch of goods.



LEFT: LOOKING NORTH FROM CENTRE OF FACTORY. RIGHT: NEW STORES EXIT.

Some details of the complicated process through which the raw material passes before it emerges as a motor tyre will be of interest. The raw rubber is grown principally in the



LEFT: ROLL CALENDER UNIT FOR CORD TREATMENT. RIGHT: TYRE LOADING DECKS.

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Federated Malay States and Pale Crêpe and Smoked Sheet are the kinds used in the greatest quantities. In the old days motor tyres consisted entirely of pure rubber, but the modern article is a much more complex product, necessitating a laboratory and expert chemists to pass the various components and powders with which the rubber is mixed.

Another essential factor in the modern tyre is the cotton fabric impregnated with rubber spread on the material by a callendering machine.

The main tyre building shop has been built within the last twelve months and is of reinforced concrete. It is laid out so that the prepared components enter at one end of the building and finished tyres are stored and despatched at the other end.

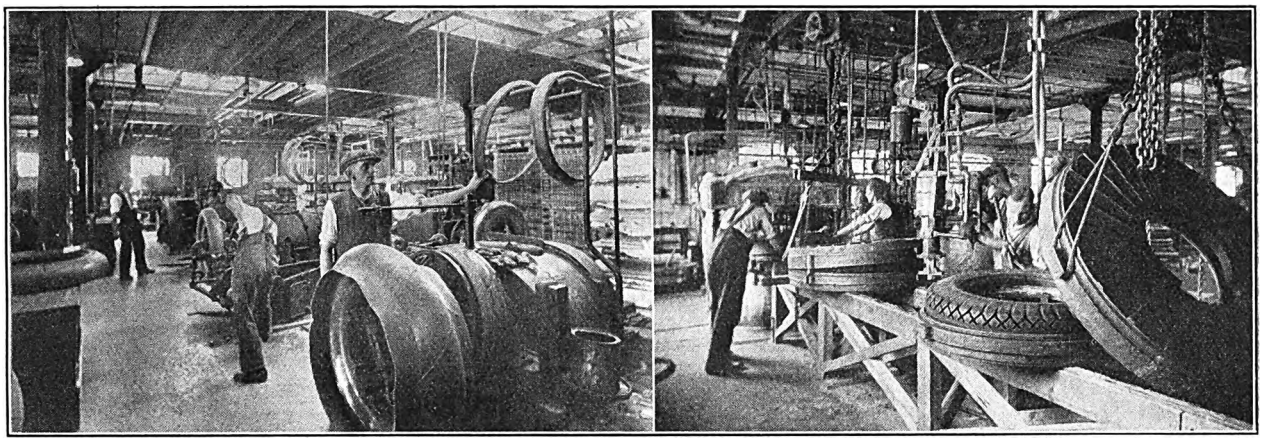
The importance of the Factory Control Laboratory will be realised, when it is stated that all prepared material entering this shop must be passed by the Laboratory before it goes forward for production.

The tyres when built-up are stored in racks ready for shaping and after the shaping process has been completed, the unit is placed in the mould where the pattern is formed on the tyre. After moulding or vulcanisation, the tyres are examined, trimmed, painted, lined and despatched to the Stores.

New equipment has recently been installed for building giant pneumatic tyres, this equipment incorporating the most modern ideas.

It may be mentioned that the Company manufacture a large variety of rubber goods other than tyres including tennis balls, cycle tyres and tubes, solid tyres, sports sundries including golf balls, rubber flooring and tiling, rubber footwear, rubber sundries for tyres, hose, cab tyre, milking machine parts, rubber buffers, etc. for railways, rubber accessories for motor cars and aeroplanes, joints, washers and sheeting, etc.

Distribution for the home market is effected through 10 service depots situated in the large cities, and by the help of some 60 depot managers and representatives. Each depot carries adequate stocks, and is equipped with all modern appliances for the fitting and inflation of Pneumatic tyres, and for the pressing on of Solid Tyres.



LEFT: GIANT PNEUMATIC TYRE BUILDING. RIGHT: EXTRACTING TYRES FROM MOULDS WITH HYDRAULIC MOULD OPENER.

## Answers to Inquiries.

### TROLLEY BUSES.

**Question:**—As the question of Trolley Bus services in extension or replacement of existing tramways in Belgium is one which promises to be very interesting in Belgium, I shall be glad if you can let me have any information, technical or otherwise, concerning trolley buses. Can you also give me the names of trolley bus manufacturers in England?

**Answer:**—A paper was read dealing with this subject at a meeting of the Institute of Transport held in London on February 10th, 1930. A brief report was printed in our journal *The World's Carriers and Carrying Trades' Review* at the time, and the Secretary of the Institute of Transport has been good enough to send us a copy of the complete paper which we now send you. A paper was read on "The Trolleybus in Urban Transport" before a meeting of the Omnibus Society in London on May 8th last and we enclose a copy of the *Omnibus Magazine* which contains this paper. The following firms are manufacturers of Trolley Buses in this country:—Associated Equipment Co., Ltd., Southall, Middlesex. T.S. Motors, Ltd., Victoria Works, Maidstone. Richard Garrett & Sons, Ltd., Leiston Works, Leiston, Suffolk. Guy Motors, Ltd., Wolverhampton. Ransomes, Sims & Jeffries, Ltd., Orwell Works, Ipswich. Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.

### ROAD TRAFFIC ACT, 1930.

**Question:**—Reference is made in your issue of June 15th to a paper read by Mr. R. G. Pittard at the Annual Congress of the Tramways, Light Railways and Transport Association, held at Margate from May 27th to 29th, dealing with the operation of the Road Traffic Act, 1930. Will you let me know whether it is possible to obtain a copy of this paper and if so to whom I should apply.

**Answer:**—The Secretary of the Tramways, Light Railways and Transport Association is Mr. A. de Turckheim, O.B.E., 58, Abbey House, Victoria Street, Westminster, London, S.W.1, and we are sure he will be only too pleased to do all he can to assist you.

### TRANSPARENCIES FOR BADGES.

**Question:**—I am desirous of getting into touch with the British Transfer Co. and Eagle Transfer Co. with regard to transparencies for badges. As I cannot trace their addresses will you kindly have the enclosed letters despatched to these firms.

**Answer:**—We have been pleased to forward the two letters for you. The addresses of the firms in question are:—The British Transfer Printing Co., Ltd., Quinton Works, Coventry, and the Eagle Transfer, Ltd., Finsbury Court, Finsbury Pavement, E.C.2.

## More "One-way" Streets in London.

THE Minister of Transport has made Regulations for the introduction of a revised system of traffic working in the neighbourhood of Aldwych, under which the following thoroughfares are prescribed as "one-way" streets:—

Aldwych. (From West to East.)

Strand. Between St. Clement Danes Church and Wellington Street. (From East to West.)

Arundel Street. (From South to North.)

Surrey Street. (From North to South.)

Melbourne Place. (From South to North.)

Vehicles proceeding westwards along the Strand are also prohibited from making the right-hand turn into Wellington Street.

The Regulations came into force on June 29th, last. They provide for the revocation of the London Traffic (Prescribed Routes) Amendment Provisional Regulations, 1929, and for the continuance of certain traffic schemes prescribed in the revoked Regulations.

In order to facilitate the movement of traffic in the streets mentioned above, traffic signs have been erected and white lines laid down.

Any person acting in contravention of these Regulations will be liable to a fine of £5 for a first offence and £10 in the case of a second or subsequent offence.

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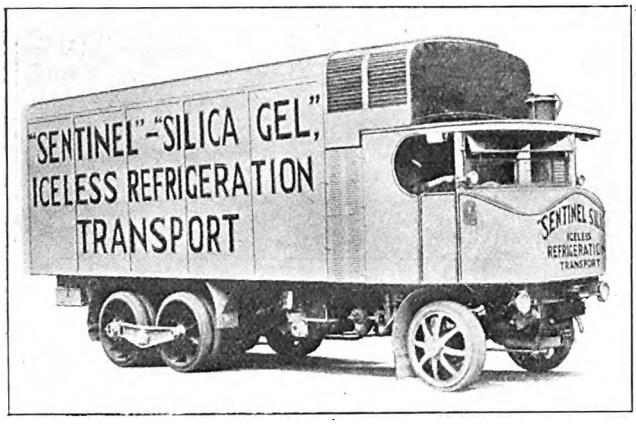
# "Sentinel" D.G.6 Equipped with a Remarkable Iceless Refrigerating Plant.

IT is in the general interest of the public that the existing methods of transport of foodstuffs should be improved. Experience in other countries has shown that if handled under proper conditions the demand for them is increased, and the heavy losses which so often take place during hot weather, or when there is a glut on the market, are avoided. The increasing use of insulated vans and containers indicates the growing recognition of the necessity for improved methods, but the insulated vehicle for the conveyance of perishable goods is only a compromise, and does not entirely meet the case, for the obvious reason that there is no means of preventing the entry of heat, which can only be entirely overcome when there is some source of cold, such as ice or refrigeration in the body of the vehicle itself.

As our readers are aware, "Sentinel" D.G.6's are being




THE "SENTINEL"-"SILICA GEL," REFRIGERATING VAN.

used for the transport of almost every conceivable class of goods, both solid and liquid, but the vehicle with which this article deals is adapted for what is probably the most unique and interesting work to which a D.G.6 has yet been put, namely, the rapid and economical transport of perishable commodities under refrigerated conditions. For this purpose it is equipped with the Silica-Gel System of refrigeration, which has been in very successful operation in the United States for some years past, and a specially designed insulated body. This D.G.6 is therefore a mobile cold-store of large capacity, capable of being used either for the long distance transport of perishable goods or their storage for an indefinite period. To ensure the maintenance of as low a temperature as 15°F. inside the body during the hottest weather, all that is required is a small quantity of steam from the boiler of the waggon, and the operation of the whole of the plant is so simple that no expert knowledge on the part of the waggon driver is necessary. The temperature is kept uniform throughout the length of the body, as the cooling medium is distributed by pipes along the whole of one side, more loading space is therefore available than is the case when ice is used.

Refrigeration in the "Sentinel" Silica-Gel D.G.6 is carried out as follows:—

Silica-Gel which is a highly porous substance similar in appearance to quartz sand is charged with sulphur dioxide which is in the adsorber, and when heated by steam the sulphur dioxide is driven off as vapour to a water cooled condenser, where it is liquified and from whence it passes to the evaporator inside the body. This evaporator, consisting of a number of parallel pipes, runs along one side of the inside of the body, and contains liquid sulphur dioxide. It is from the multitude of fins, like those on the cylinder of a motor cycle engine, with which these pipes are fitted that the cold is "radiated," or more correctly by which the warmth is extracted from the interior of the body owing to the evaporation of the sulphur dioxide which the pipes contain. As soon as the gel in the adsorber is again saturated with the returning sulphur dioxide vapour from the evaporator it is once more automatically heated by steam from the waggon boiler and the cycle is repeated, so long as it is necessary to remove heat from the body, or in other words to maintain the low temperature required within it.

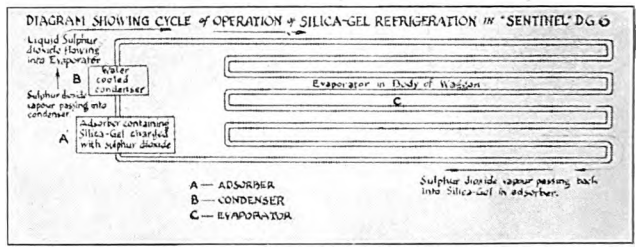


DIAGRAM SHOWING CYCLE of OPERATION of SILICA-GEL REFRIGERATION in "SENTINEL" D.G.6
Liquid Sulphur dioxide flowing into Evaporator
B
Water cooled condenser
Sulphur dioxide vapour passing into condenser
A
Adsorber containing Silica-Gel charged with sulphur dioxide
Evaporator in Body of Waggon
C
A — ADSORBER
B — CONDENSER
C — EVAPORATOR
Sulphur dioxide vapour passing back into Silica-Gel in adsorber.

DIAGRAM SHOWING CYCLE OF OPERATION.

As the whole system is entirely closed, and the life of the gel and refrigerant is indefinite, maintenance and depreciation charges are of the lowest order. The only mechanically operated part of the refrigeration plant is a small steam pump, which, whilst supplying cooling water to the condenser, also operates an automatic valve gear, which admits either steam or cooling water to the adsorber as the cycle of operations requires, and to enable him to maintain the temperature inside the body at the correct point, a clear reading thermometer is fitted in the cab. This indicates when it is necessary to start or stop the pump controlling the refrigerating apparatus.

The cost of operating the refrigerating plant with which the "Sentinel" Silica-Gel waggon is equipped, of course, varies with the amount of refrigeration required, but at most it is represented by the small extra amount of fuel required to raise the steam used by the circulating pump and for heating the adsorber. For example, in order to maintain a temperature of 30°F. in the body on a summer's day, with an outside temperature of 65° in the shade, the cost of the extra fuel would not be more than 1s. 6d. a day, even if the coal used cost as much as 40s. per ton.

# Round the Lancashire Associations.

**Conference of Liverpool Transport Employers.**

Since the beginning of May several meetings have taken place of and between representatives of the Liverpool Conference of Road Transport Employers' and the Liverpool and District Carters' and Motormen's Union to consider the suggestions which have been put forward by the employers for an amelioration in working conditions and the re-adjustment of rates of wages. It is understood that the Union has rejected the employers application. Feeling that they had ample justification for the programme they put forward, the employers, impressed by the necessity of obtaining some relief to enable them to meet the extraordinary keen competition, invited the union to agree to the application being submitted to arbitration. This also was turned down by the union. Whilst it is hoped that some way out of the impasse may yet be found, what the next step will be is, for the time being, simply a matter for conjecture. The principal transport associations represented on the Conference are Liverpool Cart and Motor Owners' Association, Liverpool and District Short Cart and Motor Owners' Association, and the Motor Transport Employers' Federation. In addition, of course, there are other separate trade interests.

**Southport Association Projected.**

Southport and district motor coach owners during the past month have had under consideration the idea of forming an association, or at least a motor coach owners section of the Commercial Motor Users' Association. They held a meeting at the office of Messrs. Gore on June 19th to discuss their difficulties under the Road Traffic Act and were represented at the meeting of Liverpool coachowners on June 22nd. A further meeting is contemplated.

**Lancs. and Cheshire Joint Road Transport Council.**

Employer members of the Lancashire and Cheshire Joint Road Transport Council attended a special meeting recently, to have a heart to heart talk with representatives

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of the men's union, whose chief spokesman was Mr. Ernest Bevan, of the Transport and General Workers' Union. There was a general discussion on the state of the road transport industry with particular reference to matters which are covered by the Road Traffic Act. No definite resolutions were adopted at the meeting, but we understand that as the result, a further meeting will be held, when proposals may be put forward for improving the organisation of the road transport industry, both from the standpoint of employers and employees. The Transport and General Workers' Union has given notice to the employers' organisations to terminate the agreement regulating wages and conditions in the Lancashire and Cheshire area, excluding Merseyside. The matter will be discussed at the next meeting of the Lancashire and Cheshire Joint Road Transport Council. It is understood that the notice expires this month. The employers' associations which constitute the Lancashire and Cheshire Joint Road Transport Council are those operating in numerous towns in the East Lancashire area, South East Lancashire area, and in the Manchester district. Those which signed the 1929 agreement are:—The Amalgamated Horse and Motor Owners' Association, Ltd., Ashton, Stalybridge, Mossley and District Master Carriers' and Horse and Motor Owners' Association; Bolton and District Horse and Motor Carriers' Association; Burnley and District Road Transport Association; East Lancashire Road Transport Association; Conference of Manchester Carriers; Manchester Transport (Owners') Association, Ltd.; Stockport and District Team Owners' Association; Warrington Horse Owners' and Motor Owners' Association.

**Manchester A.H. & M.O. Association.**

Manchester Horse and Motor Owners' Association, of which Mr. J. Howarth is Secretary, is busy dealing with the applications by members for road service licences. About 70 members controlling about 250 coaches in S.E. Lancashire area, are applying to the Traffic Commissioners for licences.

**Wallasey Cart and Motor Owners.**

Success appears to have attended the efforts made to impart more enthusiasm into the Wallasey Cartowners' Association. Many of the haulage contractors of the town have agreed to attach themselves to the organisation which should proceed upon a useful career of usefulness, especially as there are many outstanding problems awaiting solution. Mr. C. L. Warren has been elected Chairman and Mr. W. F. Ewbank, of Messrs. W. F. Ewbank and Co., of Dale Street, Liverpool, Hon. Secretary. It is proposed to change the title of the Association to the Wallasey Cart and Motor Owners' Association.

**Manchester Transport Owners' Association.**

Consideration has been given by the C.M.U.A. and Manchester Transport Owners' Association joint organisation, to the hundreds of objections lodged by corporations, railways and railway controlled bus companies, to the applications by members for road service licences under the Road Traffic Act. Each objection is being investigated and an answer prepared on behalf of the operator, states Mr. Howard Robinson (Secretary), and this will be put before the Traffic Commissioners at the appropriate time. At the present time, negotiations are proceeding with municipalities and bus companies with a view to reaching an agreement that will permit the withdrawal of the objections. Altogether about 200 members controlling about 400 coaches are applying for licences.

**Burnley Transport Association.**

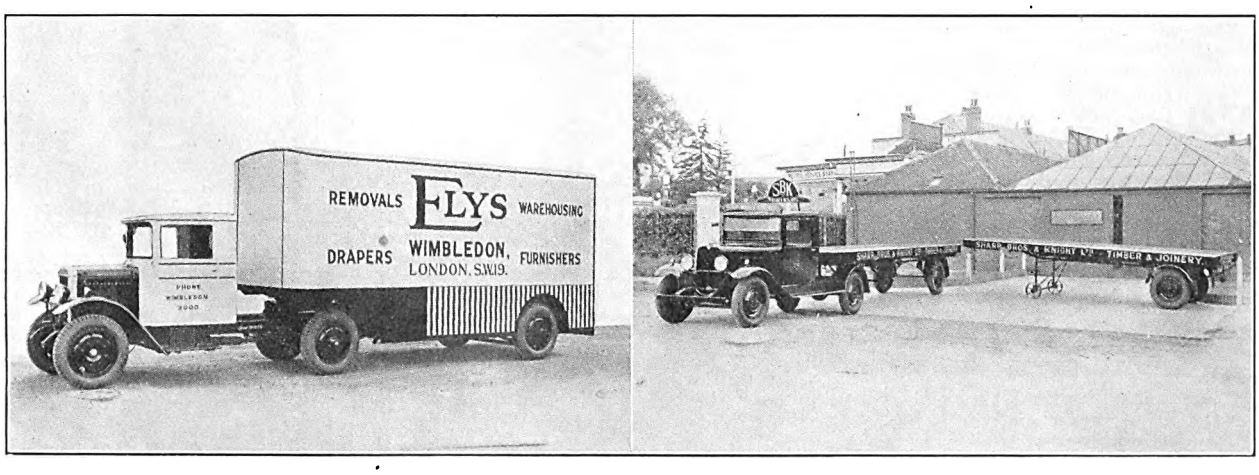
Mr. D. Prattley, of Burnley, who has celebrated his golden wedding, is the oldest carrier in the town. Mr. Prattley was the founder of a local horse owners' association, and took a leading part in the formation of the Burnley and District Road Transport Association, of which he is a former President. For six years he was a member of the Town Council.

**Manchester C.M.U.A. & T.O.A. (Joint Organisation).**

Certain groups of Manchester and district coachowners specialising in particular services have held meetings under the auspices of the C.M.U.A. and Manchester Transport Owners' Association (joint organisation), and have decided that in cases where their interests are adversely affected, or might be affected by applications for road service licences by other firms, to lodge objections with the Traffic Commissioners for the North Western Area. We understand that the Motor Coach Administration Committee of the joint organisation is reviewing the position on behalf of the coachowner members and with the advice of Mr. Howard Robinson, Secretary, is taking such steps as are necessary to preserve the intactness of existing services.

## The Carrimore New Transport System.

WE illustrate a new system of transport introduced by Carrimore Six Wheelers, Ltd., North Finchley, N.12. Furniture removers will no doubt appreciate the advantages given by the low loading totally enclosed type of attachments. These vans give a cubic capacity of 900 ft. with a loading level of 18 in. at the rear and a loading capacity of 3 to 4 tons when fitted to any standard 30 cwt. chassis. It is therefore seen that these vehicles can give an even bigger body space than is obtainable on a 4-ton lorry, giving a lower loading level, and yet retaining all the advantages of speed and low running costs of the 30 cwt. chassis. It is also worthy of note that one man only is required by law to drive machines of this type. One of our photographs also show a type of "Quickfit" carrier supplied for use in conjunction with a standard Chevrolet chassis, to Sharp Bros. and Knight, Ltd., timber merchants of Burton-on-Trent. Two or more carriers can be used in conjunction with the same prime mover, thus obviating any terminal delay. We understand that the firm have received orders for eight of these outfits from Edwards, timber merchants, of Folkestone, seven from Austins, timber merchants, of Ilford, four from W. W. Howard Bros., timber merchants, and six from John Sadd, of Maldon, Essex. The choice of prime mover is left entirely to the customer, since conversions can be carried out with equal efficiency on a Morris, Chevrolet, Ford, Bedford or any other standard truck. The method of coupling up is accomplished by means of a hydraulic jack.




THE NEW CARRIMORE METHOD OF TRANSPORT

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# Prince George Visits the Leyland Motor Works.

AFTER having seen the Leyland exhibits at the recent British Empire Trades Exhibition and the large number of Leyland vehicles operating in South America, Prince George included the Leyland Motor Works in his tour of the industrial North, Leyland Motors, Limited, being one of the oldest manufacturers of commercial vehicles in the country. The first Leyland vehicle, a steam wagon, was built in a village smithy in Leyland over thirty-five years ago, and first driven on the road by the Company's present Managing Director. From

PRINCE GEORGE PASSING TO THE BODY SHOPS AFTER INSPECTING THE LEYLAND MACHINE SHOPS AND ASSEMBLY SHOPS.

a small beginning the Company has grown until to-day it employs approximately 6,000 men, and its Lancashire properties alone extend to over 160 acres in addition to other large branch works.

The Prince, who motored from Knowsley accompanied by his host the Earl of Derby and his equerry Major Butler, was met by Mr. J. H. Toulmin, Chairman of the Board of Directors and other members of the Board outside the Machine Shop attached to the Foundry.

The directors of Leyland Motors, Ltd., presented to the Prince were Mr. Henry Spurrier (managing director), Mr. Arthur Spurrier, Mr. C. B. Nixon, Mr. Walter Davies, and Mr. Vernon Walker.

The Machine Shop is the most recent addition to the Leyland Company's plant and contains some very modern machines.

The Prince then inspected the Company's nearby electric Steel and Iron Foundries which, in addition to manufacturing commercial vehicle components, specialises in castings of a type designed to withstand high pressure in water, steam and oil. The Firm supplies many large undertakings, including the Admiralty and leading ship-building and engineering firms throughout the country.

After leaving the Foundry the Prince was driven to the main Leyland Works. Here the chassis commences as a bare frame at one end of the long lofty building and proceeds stage by stage down the tracks until the completed article can be run off the line to the testing shop. By utilising four lines of erection each fed by completed units, built in other departments but arranged at intervals ready for assembly into the chassis, approximately three chassis every two hours can be run off the line. No moving track is used so that fitters can give the individual attention which is necessary in building high-grade vehicles of different types.

The Prince was invited to work a master measuring machine which is capable of measuring to 100,000th part of an inch, and can measure either internal or external gauges and either plain or screw diameters.

The Prince then inspected a number of vehicles lined up ready for delivery. Amongst these were one of the latest Leyland Motor Fire Escapes which was extended as His Royal Highness approached. Prince George talked to a man at the top on the telephone, with which this machine is equipped.

The next department to be visited was the Service Stores and Dispatch Section, which constitutes the Headquarters of the world-wide Leyland Service organisation. Aluminium die-casting is a process which has recently been developed extensively by Leyland Motors, Limited, and in this section of the South Works the Prince was able to inspect the die for a one-piece gear box casing which is probably the largest die-casting made in the world.

His Highness had specially asked to see an eight wheel drive chassis which is being built for the East African Cotton Growers' Association and this was shown to him in the Research department where the Company's experts are hard at work constantly endeavouring to improve the already high standard of efficiency which characterizes Leyland vehicles.

The tour ended on the extensive Sports Ground, where Prince George who is keenly interested in the welfare of industrial concerns was able to obtain some idea of the elaborate arrangements which are made for the welfare of this Company's employees.

# "Shell" Pictorial Advertising.

IN their advertising the proprietors of Shell Motor Spirit have always struck a distinct note and whether on the humorous side or the distinctly artistic side, their advertisements have attracted attention, not by shouting from the hoardings or from the newspapers but by those quiet and yet strong qualities which appeal to the educated section of the community.

These thoughts occur to one after having paid a visit to the unique and delightful Exhibition of Press and Pictorial advertising which was held by Shell-Mex, Ltd., at the New Burlington Galleries from June 16th to 27th inclusive.

On the walls of the rooms not only examples of well-known advertisements put out by "Shell," but what was more interesting to the student of such advertising, the original paintings from which the posters or advertisements had been produced were shown side by side with the finished advertising product. In some cases the visitor was able to see the original painting by a well-known artist and then the various stages through which the poster passed, and the progressive proofs showing how the lithographic process is built up, colour by colour, until the completed picture is ready for printing. Apart from the interest of the Exhibition itself it was an education to all interested in advertising but who are not engaged in that particular department of publicity. Such artists as E. McKnight Kauffer, W. Dacres Adams and Vanessa Bell, to mention only three out of many who contributed to the "Countryside: 'see Britain first'" series.

In a speech at the opening of the Exhibition Mr. Clough Williams-Ellis, in declaring the Shell Art Exhibition open, made some interesting remarks about advertising. Mr. Williams-Ellis is President of the Design and Industries Association and Chairman of the Council for the Preservation of Rural Wales. Hs is, therefore, well-known as an opponent of those advertisements which disfigure the countryside. His appearance, therefore, as the opener of an advertising exhibition aroused considerable interest and curiosity. Shell-Mex, Ltd., however, are themselves great supporters of the campaign for preserving the countryside from disfiguring advertisements and Mr. Williams-Ellis had much to say in praise of the advertising placed by this well-known firm. He referred specially to whole page advertisements consisting of photographs of typical English landscapes appearing in the illustrated papers, with just this and nothing else beneath them:—"Shell does not advertise in places like this."

We congratulate the publicity department of Shell-Mex, Ltd., upon the very successful exhibition which we were privileged to attend and we wish them all success in their campaign of combining the highest class of pictorial art with effective advertising.

**Sign Your Driving Licence.**—The Automobile Association announces that many motorists are still being prosecuted for omitting to sign their driving licences. Failure to comply with this provision of the Road Traffic Act may involve a fine not exceeding £5.

**Unilateral System in Newcastle.**—Twenty-five cases of motorists having caused obstruction in Newcastle streets came before the City Magistrates on July 3rd, when the chairman pronounced a warning that the unilateral system does not permit of parking—despite the obvious temptation to motorists to do so.

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# London Shipping and Forwarding Agents' Conference.

A GENERAL MEETING of members of the London Shipping and Forwarding Agents' Conference was held at the London Chamber of Commerce on June 23rd, last.

The President of the Conference, **MR. M. E. DUFFETT** (J. D. Hewett & Co., Ltd.), presided, and said that in addition to questions dealt with by members in ordinary meeting various subjects were brought under discussion from time to time by the respective trade sections, which act independently with regard to their own domestic portions of the trade until such time as the advice of the Council is required.

**Export Rates on Railway Traffic Delivered Intermediately in London.** As members were aware, the special concession with the Railway Clearing House came into force on September 30th last and the arrangements made appeared to be working satisfactorily for those firms who had entered into it. Recently the Conference had been approached by the Railway Clearing House requesting information as to whether a certain firm was eligible to benefit from the concession granted, and the inquiry was being dealt with.

**Railway Delays.** Towards the end of last year, reports were received from certain members that delays in delivery were being experienced in regard to goods sent per one of the railway companies. The Conference took the matter up with the railway officials and quoted specific cases where such delays were supposed to have occurred. The railway company went to great trouble in locating the causes of these troubles, which for the most part were found to be due to minor mishaps beyond human control. The railway company in question appeared to be most anxious that members should not be further inconvenienced and an official from the company made a periodical call upon the Secretary to inquire if any further complaints had been made. If, therefore, any member was having difficulty and would report to the Secretary, no doubt the matter would receive thorough investigation at the hands of the railway.

**C.O.D. Orders.** A member had enquired whether any ruling had been laid down which could serve as a protection to forwarding agents against the risk run in connection with the collection of amounts due on C.O.D.'s. The Council was of opinion that a forwarding agent could not do more to safeguard his interests than draw his client's attention to his terms and conditions at the time a contract was made.

**Definitions of Commercial Terms used in the Trade.** From time to time queries raised by members concerning the definitions and limitations of terms common in the trade, e.g., "F.O.B.", "F.A.S., London," "Free Wharf, London," had been dealt with by the Council and replies sent which it was hoped had been useful to the members concerned.

**Delivery Orders.** It would be remembered that, following discussions at sectional meetings, the Conference considered it necessary to draw the attention of firms who were members of the Conference to the old-established practice existing in the trade whereby delivery orders were transferred from one member of the Conference to another member without charge, but that to non-members of the Conference a minimum charge of 2s. 6d. was made.

**Forwarding Agents' Lien.** At the last Council meeting of the Conference it was reported that the American Section had recently given full consideration to the question of liens, both general and particular, as affecting forwarding agents. It seemed to be generally understood that an agent could exercise a lien on any particular consignment, but with regard to general liens, much diversity of opinion existed taking the reports of actual experiences into consideration.

The matter was still receiving the close attention of the American Section.

**Customs Authority and C.105 Forms.** A question to which the Council had given consideration was a suggestion made by a member that, upon small consignments upon which the duty did not amount to more than, say, 10s. or £1, H.M. Customs and Excise should be asked to grant a concession by abolishing the necessity for obtaining the Customs Authority and C.105 Forms. Upon consideration, however, the Council did not think it advisable to take the course proposed in view of apparent obstacles.

**Port Rates on Goods—P.L.A. Discounts.** Towards the end of last year, a member drew attention to a circular issued by the P.L.A., in which it was stated that in calculating the Port dues, fractions of one penny would be disregarded.

It was pointed out that this rule would operate to the detriment of many forwarding agents. Representations were made to the P.L.A., but it was stated that the conditions laid down in the circular were necessary under certain statutory obligations.

**Credit Terms on River Plate Shipments.** This matter, it would be remembered, was raised at the Annual General Meeting of the British Association of Shipping and Forwarding Agents when a member drew attention to the alleged activities of a certain non-member firm of forwarding agents, who were also acting as steamship agents, in unfairly canvassing shippers direct for traffic destined for the River Plate, offering unduly long terms of credit and thus eliminating the forwarding agents who formerly had been handling such traffic.

The subject had engaged the attention of the Council of the London Shipping and Forwarding Agents' Conference at several meetings. Long discussions had taken place and in the result, in view of the fact that the number of London firms interested in the River Plate trade appeared to be small compared with the Liverpool and Manchester agents and bearing in mind the amount of textile trade which Liverpool and Manchester conducted to the River Plate, it was thought that the Liverpool and Manchester Associations should be consulted, and any action taken by the British Association of Shipping and Forwarding Agents should be decided upon only in close collaboration with the Liverpool and Manchester Shipping and Forwarding Agents' Associations.

**South African Shipping and Forwarding Agents' Association.** It was reported that a letter had been received from the South African Shipping and Forwarding Agents' Association which body is affiliated with the Shipping and Forwarding Agents' Associations of Cape Town, East London, Durban, Johannesburg, and Port Elizabeth, enquiring whether, in view of the mutual interests of the South African Association and the London Shipping and Forwarding Agents' Conference, it was possible to bring about a closer relationship.

The President said that this letter showed how the movement towards unity was growing.

It was agreed that information regarding the activities of the London Conference should be sent to the South African Association.

TRADE SECTIONS.

**Mr. L. G. Stockwell** (Stockwell & Co., Ltd.), Chairman of the French Section of the Conference, reported that during the year meetings of the Section had been well attended and members worked in close co-operation with one another.

**Mr. Frank J. Gerson** (Rosenberg, Loewe & Co. (Succrs.), Ltd.), Chairman of the German Section of the Conference, said that one important matter considered by this Section was that of the alleged granting to one firm in Germany of a forwarding monopoly in that country. However, he now gathered that the firm in question had been taken over by the German railways and if that were so then probably a great deal of the fear felt by forwarding agents interested in the German trade that the granting of such a monopoly would be injurious to their interests, would be allayed. A letter on the subject of the alleged monopoly was sent to the German Minister of Transport by the International Federation of Forwarding Organisations.

**Mr. G. Perry** (British Commercial Transport Co., Ltd.), Chairman of the American Section of the Conference, said that some members of the Conference who handled a large American traffic did not attend the meetings of the American Section. They should attend as matters were discussed and steps taken which affected their interests.

The American Section had exchanged information with the New York Freight Forwarders' and Brokers' Association.

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# Amalgamation of Hernu, Péron & Co., Ltd., and Stockwell & Co., Ltd.

An arrangement has been made for the amalgamation of Hernu, Péron & Co., Ltd. and Stockwell & Co., Ltd.

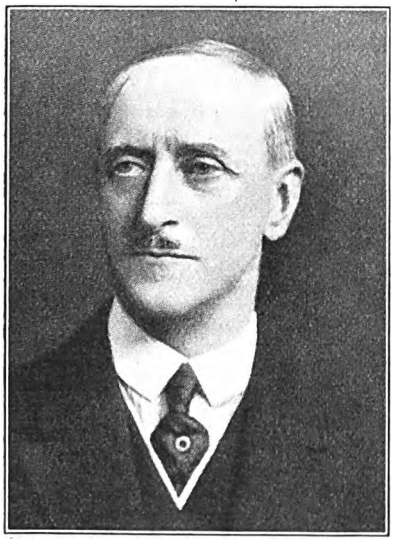
Both of the companies are of long standing in the Shipping and Forwarding business and the amalgamation will not only enable them to adopt the most up-to-date methods, but will also place at the disposal of the public an organization specialising in all sections of forwarding, embracing continental and overseas shipping, both export and import.

MR. G. STOCKWELL,
VICE CHAIRMAN.

In order to ensure continuity of management the former Directors of both companies will serve on the Board of the associated companies which will trade under the title of "Hernu, Péron & Stockwell, Limited."

All the branches of the new Company will continue their activities as in the past, together with the large number of Agencies of both firms throughout the world.

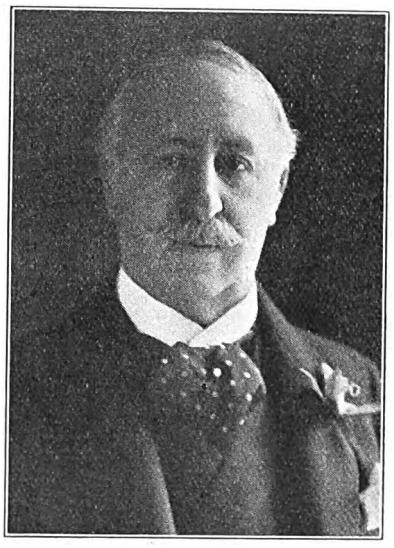
A few notes about each of the companies are given and show what both firms have done in past years towards providing facilities for efficient and speedy transport to and from all parts of the world.



MR. H. HERNU,
MANAGING DIRECTOR OF LONDON HOUSE.

Hernu, Péron & Co., Ltd., were established originally in 1802 under the name of Madame Vve Lebeau & Co., as merchants dealing in the international import and export of timber, wines and general merchandise. In 1870 they became Charles Lebeau; in 1876, Nollen, Henry and Guche; in 1882, A. Henry and Co.; in 1890, Hernu, Péron & Co. and in 1894, they became an English limited liability company under its present title.

The original managing directors of the Company, were Messieurs A. Hernu, C. Péron and H. Tournade to whose initiative was due the establishment of the business as an English Limited Liability Company. These gentlemen on their decease have in every case been succeeded by their sons as Managing Directors and it is no doubt due to the energy and ability of the younger generation that the great expansion of the business is due. The Chairman of the Company is Sir T. Vansittart Bowater, Bart., M.P., for the City of London, a former Lord Mayor of London.



SIR T. VANSITTART BOWATER, BT., M.P.,
CHAIRMAN.

The company are Continental and Overseas Forwarding and Shipping Agents; Travel and Baggage Agents; Warehousekeepers; Continental Furniture Removal Contractors, and General Shippers on an extensive scale. They are freight agents in France for the Peninsular and Oriental Steamship Co., and the Canadian National Railways, and also passage agents for practically all the Steamship Companies. They were the pioneers in 1889 of the Transatlantic passenger services for liners calling at Boulogne-sur-Mer, and deal annually with several hundred steamers. They do, in fact, arrange for the conveyance of goods or persons from anywhere in England to anywhere abroad. Regular shipments are made to all parts of the world, and inclusive rates can be quoted for all purposes. They have a daily express service to and from the Continent by sea or air, and are the Official Agents for the Imperial Airways in Paris. They are also the appointed Agents to the Southern Railway (S.E. Section). They have many branches in England and France; Provincial and Continental Agencies in the principal towns, and agents in all parts of the world.

MR. L. G. STOCKWELL,
MANAGING DIRECTOR OF LONDON HOUSE.

MR. EMILE TOURNADE,
MANAGING DIRECTOR OF PARIS HOUSE.

It is significant of the high repute in which this firm is held in this important sphere, that they are the Shipping and Forwarding Agents to the French Embassy and French Consulate in London by special appointment, and that during the War they were engaged in directing the transport of munitions for the French army from England to France.

A recent extension of the Company's interests in the Travel business is the establishment of an Associated Company under the title of Golden Tours, Ltd., with head offices

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at 3, Bennet Street, St. James's, London, S.W.1. The object of this organisation is the direction of the more select tours for the discriminating traveller.

Stockwell & Company, Limited, were one of the pioneers of the foreign Forwarding and Shipping Trade being established in 1878, by Mr. Henry Stockwell, who took over the Agency of the Messageries Nationales de France.

MR. H. R. STOCKWELL,
MANAGING DIRECTOR OF PARIS HOUSE.

He at once proceeded to work up a Foreign Parcels Service, and also established in conjunction with Messrs. Danzas & Co., Ltd., Switzerland a Groupage Service, which to-day is extensively used by Merchants for shipments to and from Switzerland, Italy and the Near East.

The firm was turned into a Limited Company in the year 1900, and the organization was rapidly extended under the direction of Mr. George Stockwell, who recently celebrated the Jubilee of his connection with the firm, having joined the business in 1880.

To-day the business of the Company extends to all parts of the world, practically every class of merchandise being handled by Express, Grande Vitesse and Groupage Services. Its "Cash on Delivery" system was introduced in the early days of the Company and used by London and Provincial Houses, working advantageously years before the British Post came into the business, and even to-day is a great facility to many firms.

Stockwell & Co., Ltd., have a special Department and Bonded Warehouse for Watches and Clocks and also deal with intricate Assay operations in connection with British Hall Marking.

For many years past the Company has devoted much time to the study of local conditions overseas, and to-day the Shipping Department is in an excellent position to satisfy the requirements of shippers to our Colonies, the American Continents, and the Far East. Works of Art, Antique Furniture and similar goods are collected and efficiently packed for shipment.

MR. M. PÉRON,
MANAGING DIRECTOR OF BOULOGNE HOUSE.

The Company has also a large business in foreign removals; a recent transaction was the removal of £50,000 of furniture and Works of Art from Mayfair to Rome in 8 lift vans. All arrived in sound condition, and this speaks well for the expert handling of this valuable consignment.

Altogether the Shipping and Forwarding trade to-day has become a highly specialised calling, requiring the closest attention to endless detail and a very extensive organization.

# News from the Ports.

**An Ocean Showroom.**—The Exhibition Ship "British Exhibitor" is shortly to make a twelve months tour of the West Indies, South and Central America. It is an effort to provide manufacturers and exporters with a cheap and efficient means of making personal contact with foreign buyers which improves relations and helps to develop trade. The project is receiving warm support from British manufacturers and a large number of important exporters will accompany the ship on its tour. Leaving London on November 1st next the "British Exhibitor" will visit thirty ports where it will be on view for periods varying from a day or two in the case of smaller towns to a fortnight or three weeks in the case of the bigger cities. She is a twin screw, quadruple expansion, oil burning vessel with a speed of 15 knots, and her low draught will enable her to dock alongside the quay at practically all the ports visited. There will be space accommodation for nearly 500 separate exhibits and in addition there is room for 233 representatives in first class state rooms.

**Port of Glasgow.**—Shipping movement at the Port of Glasgow shows no sign of improvement and rate cutting is more intensive than ever. The laying up of cargo ships continues and there are now over 60 vessels of an aggregate tonnage of 248,807 tons lying idle in different parts of the river. During the latter part of June shipping activity in the Harbour was slightly better due to the arrival of fruit and grain consignments from Australia, New Zealand, and Mombasa. The position in the shipyards is disquieting. Launches for the month of June only totalled 10,600 tons as compared with 90,000 tons for the corresponding month last year. Orders are still scarce, and apart from the four destroyers to be built for the Portuguese Government by Messrs. Yarrow and Co., Ltd., there is little else of note. A fair amount of repair work is going on in some yards.

**Liverpool Shipping Week.**—It is proposed to hold a Shipping Week in Liverpool from August 29th to September 5th next, under the auspices of the Municipalities of Merseyside and in co-operation with the local shipping companies. One of the principal features of the Week will be an Exhibition to be held in the famous St. George's Hall, which will comprise all things relating to the shipping industry; a special section is being organised to show model ships and navigation instruments of all periods. Mr. Matthew Anderson, the Hon. Secretary, Liverpool Shipping Week, extends a cordial invitation to any individuals or shipping concerns, who possess and would be willing to loan anything of special interest, to make this exhibition as representative as possible. Communications giving details of the models offered will be welcomed at 357, Royal Liver Building, Liverpool, on behalf of the Exhibition Committee; size of exhibit should be stated, together with any historical details and, where possible, a photograph would be desirable.

**Colombia. Tender for Supply and Delivery of 1 Steel Motor Launch.** — The Commercial Secretary to H.M. Legation at Bogota reports that the Department of Supplies of the Colombian Government is calling for tenders, to be presented in Bogota by the 20th August, 1931, for the supply and delivery of one steel motor launch. Firms desirous of offering a British built launch can obtain further particulars of this call for tenders upon application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. Reference number A.X. 10996 should be quoted.

**The River Severn Development Association.**—Speaking at the annual general meeting of The River Severn Development Association, held at Cheltenham on June 16th, Lord Ednam said that he believed The River Severn Development Association was meeting the needs of the municipalities in the Severn Valley and he was satisfied that during the coming year the activities of the Association would be considerably increased. In reviewing the work of the past year he said that the Annual Report was one of continued progress and indicated that the Association was a live and virile body and that there is no doubt but that it had accomplished much in bringing to the notice of industrialists and the general public alike, the fact that the potentialities of the Severn Valley for industrial purposes were very great. He commended the work of the Association to all those who sought to promote trade in the area from the Bristol Channel Ports to the Midlands. The offices of The River Severn Development Association are at 16, Bridge Street, Broad Street, Birmingham, and the Secretary is Mr. E. W. Bayliss.

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**Manchester Shipping and Forwarding Agents' Conference.**—The Manchester Shipping and Forwarding Agents' Conference has decided to present to Mr. J. H. Allen, who recently resigned the Hon. Secretaryship, a silver cigarette case in recognition of his valuable services. Mr. Allen had been Hon. Secretary of the Conference since its inception about seven years ago. His successor is Mr. A. Faulkner of Messrs. Crowe & Co. (London), Ltd., of Albert Street, Manchester.

MR. A. FAULKNER.

**Mr. J. H. Sharrock.**—Mr. J. H. Sharrock, who has retired from the Chairmanship of the Liverpool Elder Dempster Line directorate, has been succeeded by Mr. Gerald F. Torrey. Apart from Mr. Sharrock's shipping interests he is also a director of the Ardrossan Dockyard, Ltd.; Liverpool Cartage Co., Ltd.; Nigerian Transport Co., Ltd.; and the West African Lighterage and Transport Co., Ltd.

**Liverpool Firm's Agency.**—Messrs. E. H. Mundy and Co., Ltd., shipping and forwarding agents, of Royal Liver Buildings, Liverpool, with which firm Mr. G. C. Horton, Chairman of the Liverpool Shipping and Forwarding Agents' Association, is connected, have been appointed general agents for the U.K. for the Ozean lines, operating regular freight and passenger services to Mexico.

**Lloyd Triestino. M.V. "Victoria."**—In our June issue we printed some details regarding the new motor vessel, "Victoria," owned by Lloyd Triestino, and intended for service on the Grand Express Europe-Egypt via Adriatic route. The vessel commenced her maiden voyage from Trieste on June 27th. After departure from Brindisi she made a perfect voyage to Alexandria, maintaining a regular speed of 21 knots without vibration whatsoever. She arrived at Alexandria on July 1st where 400 guests were entertained, amongst whom were the British High Commissioner, the Governor of Alexandria, Prince Ali Hassan, together with the Diplomatic and Consular Corps. Great enthusiasm prevailed, everybody expressing admiration of this fine new motor vessel. The London offices of Lloyd Triestino (Cosulich Line—Marittima Italiana-Adria S.S. Co., Puglia S.S. Co., San Marco S.S. Co.) are at 16, Waterloo Place, London, S.W.1.

**New Dock Director.**—Mr. Frederick C. Pyman, Managing Director of W. Gray and Co., Ltd., shipbuilders and dry dock owners, West Hartlepool, has been elected a Director of the Mercantile Dry Dock Co., Ltd., Jarrow, in place of Mr. Walter H. S. Pyman, retired. Mr. Pyman is a Director of National Shipbuilders Security, Ltd., and a member of the Council of the Federation of British Industries.

**New Gateshead Wharf.**—The new Gateshead wharf to replace the structure that collapsed, will, it is expected, be completed and ready for use by September. The wharf will have a river frontage of about 440 feet, carrying two crane tracks, and will be a continuation of the Tyne-Tees Company's Hamburg Wharf.

## Port of Bristol Authority.

### Film of the Docks.

This film has been prepared for the purpose of making known the extensive and modern facilities of the docks of the Port of Bristol, an important dock system which is municipally owned. The system comprises the Bristol, Avonmouth and Portishead Docks, and its administration is vested in a Committee of the Corporation under the title of the "Port of Bristol Authority."

The total area of the Dock Estate is 1,200 acres, and the total length of quayage 31,000 feet.

Bristol is known as the "Wetsern Gateway of England" and is the marketing and distributing centre for grain, provisions, petroleum and its products, fruit, timber and many other classes of goods for the West and South West of England, South Wales, Birmingham and the Black Country.

Bristol is not content to live on past records. Its geographical position has given it an assured place in the exchange and distribution of overseas traffic, and no effort has been spared to make its equipment so complete and efficient as to meet every modern requirement.

The film gives a clear idea of the extensive trade of the Port and the nature of the operations performed in the handling of all classes of cargo.

Every facility is afforded for the expeditious handling of all varieties of cargo. Vessels are seen working to quay and craft, also deliveries being made to road lorries, and numerous cranes in ceaseless activity in the work of discharging and loading.

Leather, flour and timber from various parts of the world, meat and dairy produce from Australia and New Zealand, and cocoa from West Africa are shewn in the process of being unloaded.

A considerable section of the film is devoted to the super modern methods of discharging, handling and distributing grain and to depicting the vast storage accommodation at the Port, particularly in connection with the new arm of the dock opened in 1928. Grain is seen being discharged by floating elevators working from the ship's hold to revolving endless bands which carry it to the large granaries where it is stored in silos, etc., with up-to-date arrangements for expeditious re-delivery to rail, road or craft. Thirty-two million bushels or 10 per cent. of the total United Kingdom imports are dealt with annually.

Frozen meat is seen being craned from the ship's holds and lowered through hatchways in the roof of a transit shed to a floor of the shed directly connected with the escalator galleries forming the entrance to the cold stores, exposure thus being reduced to an absolute minimum. These cold stores have a capacity of 50,000 cubic feet.

The discharging and delivery to rail of bananas in bulk by mechanical appliances, the discharging of oil tankers, the loading of export cargo, the capacious graving dock 875 feet long and 100 feet wide, the handling of fruit at the City Docks, also the sampling and storage of thousand of tons of tobacco are also shewn.

The film concludes with pictures of the Authority's Estate at Avonmouth, comprising 300 acres of land available for works and factories, with factory buildings on the site of a total floor area of half a million square feet and railways with direct connection to all parts of the British Isles intersecting the Estate.

## Port of London Authority.

### 26,500,000 Tons of Shipping Dealt with at King George V. Dock.

Ten years ago, on July 8th, 1921, H.M. The King performed the opening ceremony at King George V. Dock. It added 60 acres to the water area of the docks of the Port of London and marked the completion of a most important stage in the Port of London Authority's development programme devised to attract a greater shipping traffic. Results have proved the wisdom of the policy; during the ten years of its existence 7,050 vessels, representing 26,500,000 net reg. tons, have used the dock. The tonnage of vessels using the Port as a whole has increased during the same period from 32,758,640 to 58,083,000 net reg. tons.

### Ship Masts Support Church Roof.

Seven of the oak pillars that support the roof of the Church of St. Matthias, Poplar, are masts recovered from wrecks after the defeat of the Spanish Armada. The Church was founded by the East Indian Company in 1654 and contains a record of the Chaplains of the Company from 1654 to 1866. Like many other churches in dockland St. Matthias is none too well off and Sir David J. Owen, General Manager of the Port of London Authority, accompanied by Lady Owen, opened a Garden Fete in aid of funds.

**Honorary Chaplain, P.L.A.**—The Rev. P. B. Clayton, M.C., Vicar of All Hallows, Berkyngechirche, and perhaps better known in connection with the Toc H Movement, has accepted an appointment as Honorary Chaplain to the Port of London Authority. It is proposed that an annual festival service shall be held for the Authority at All Hallows.

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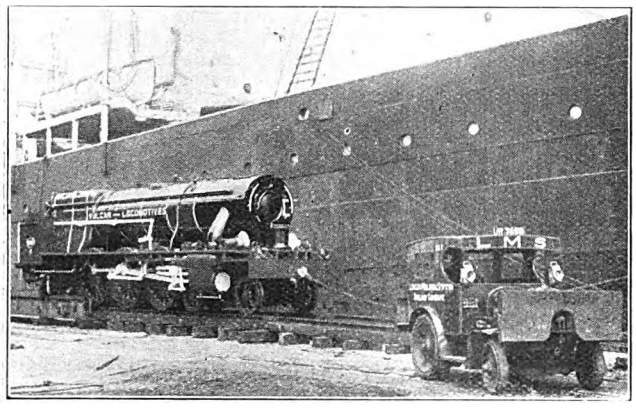
# Railway Notes and News.

**The Railway Barometer.**—The railway traffic receipts of the four group railway companies have now been published for the first 25 weeks of 1931 compared with the same period in 1930 and 1929, and are as under:—

| | 1931 | 1930 | 1929 |
|---|---|---|---|
| | £ | £ | £ |
| Passengers, etc. ... | 30,381,000 | 32,718,000 | 33,285,000 |
| Merchandise, etc. ... | 26,538,000 | 30,728,000 | 31,904,000 |
| Coal, coke, etc. ... | 15,825,000 | 16,957,000 | 17,737,000 |
| Total ... | 72,744,000 | 80,403,000 | 82,926,000 |

**40,000 Suggestions from Staff.**—In 17 years since the scheme was first introduced by the G.W.R. 40,000 suggestions have been received from the employees of the Company. These suggestions cover the whole field of the Company's activities, economies in working, improvement in train connections, adjustments of services to meet changing traffic conditions, poster designs, alteration in the methods of manufacture at the Company's Swindon locomotive works, signalling and renovation works, etc. Last year 2,342 suggestions were received of which 402 or 17 per cent. were recommended for adoption.

**"International" Industrial Tractors for the L.M.S.**—Our illustration shows one of the "International" Industrial Tractors in the service of the London, Midland and Scottish Railway Company. This little giant is seen at the Gladstone Dock, Liverpool, alongside a steamer outward bound to Bombay, her cargo consisting partly of Vulcan locomotives one of which is seen in the photograph depending upon the "International." The total weight of the locomotive and railway truck is about 120 tons, but it was easy going for this tough little product of the International Harvester Company of Great Britain, Limited, with London offices at Harvester House, 259, City Road, London, E.C.1.




ONE OF THE L.M.S. "INTERNATIONAL" INDUSTRIAL TRACTORS.

**Educational Outings for School Children.**—The London and North Eastern Railway Company have made special arrangements to cater for school children in public, secondary and elementary schools in order that they may develop their interest in transport and commerce. These educational outings include large and small parties who make conducted visits to the Railway Museum, York, where the history of transport may be studied; Locomotive Wagon Works at Darlington and Carriage Building and Repair Plant at York, where some of the most modern machinery may be seen at work; the L.N.E.R. Docks at Hull and Tyne Dock, also trips to Edinburgh; the historic battlefields, and monuments of national importance such as the Roman Wall. Organised parties of children are also being taken for trips to the Continent including the historic Zeebrugge Mole and Belgian battlefields. Already this Educational Outings plan has met with success, no less than 2,570 children and 500 adults having taken advantage of the reduced fare arrangements and the itineraries mapped out for them.

**G.W.R. New Express Rail-Road Services.**—The forerunner of a comprehensive scheme for the conveyance of parcels by express rail and road services, covering the whole of its system is announced by the G.W.R. Parcels up to one cwt. may now be booked through from London or any G.W.R. station, to any of 39 towns or villages in outlying districts within 20 miles of Oxford served by the City of Oxford Motor Services, Ltd. At each of these places agents have been appointed and the service enables parcels traffic to be conveyed by express services throughout—by rail to Oxford or Didcot and from these stations by the services operated by the road Company.

**Railway Salesmanship.**—In the course of a message circulated by Mr. Ashton Davies, the Passenger Manager of the L.M.S. Railway to all L.M.S. Staff who come into contact with the travelling public, he says that the time of year is at hand when every mind and every nerve in the Department must be strained to get more traffic. The new holiday return tickets are a very great advance on the old period excursion ticket, and they must make the most of them in their struggle with road competition. Everyone should be a salesman. "Remember the road interests never sleep. From morning till night they are planning how to fill their coaches with passengers. Don't let them take traffic from us. They have some advantages it is true, but never mind the advantages. Think of our own. Think how much safer, more comfortable, more punctual, faster and more trustworthy rail travel is than any other kind of travel."

**New Railway Stations.**—Two new stations, Dane Road (Sale) and Navigation Road (Altrincham) on the newly electrified Manchester, South Junction and Altrincham Railway, which is the joint property of the L.N.E.R. and L.M.S. systems, are to be opened to traffic on July 20th.

**A Mystery Train.**—The names of the famous British trains are household words but who has heard of the Whitewash Special? It would appear that its name belies the honesty attributed to its colour since its existence has up to now been kept a dark secret. It is very much a real express, but without a place in the time table. It is not for ordinary mortals this train is run—that is—directly, but indirectly, it has their interest very much at heart. The function of this mystery train is to bring to light any hidden defects in the permanent way and to solve the difficulty of deciding which is the most smooth-running type of bogie for railway carriages. In short, the perfection of track and rolling stock is the raison d'etre of the Whitewash Special, so that travel on the Great Western may become even smoother than it is already. The train is formed of various kinds of passenger stock, each coach being different as regards its bogies. An observer is stationed in a compartment over each bogie, and whenever the slightest jolt occurs he releases, by means of a special apparatus, a splash of coloured wash. This wash falls on the permanent way and indicates the exact position at which the uneven travelling occurred, and as each bogie has allocated to it a different colour wash—blue, yellow, green, red, etc., it is immediately apparent which one was affected at any particular point. Some bogies have been found to "kick" when passing over rail joints, whilst others have not shown the slightest vibration. The bogie that so far gives the best results is that designed by the Company's own Chief Mechanical Engineer. In another part of the train is an instrument which records graphically the movement of the train, and whenever anything exceptional occurs a note of this is immediately made by the observer. The express usually makes a fast run to some place on the line such as Plymouth, Newport, Wolverhampton, Taunton, during which time the bogies are tested and the wash dropped. On the return journey the train proceeds more slowly, stopping when necessary for an examination to be made of the permanent way at the places where the jolts occurred. Here the technical men get busy, and with rules and measure, notebooks and pencils, examine the track and coach. (G.W.R. Magazine for July).

**Canadian National's Drastic Economies.** — Extensive economies will save the Canadian National Railways a £1,000,000 a year, according to a statement issued by the London office of the Company. Of this saving, £600,000 a year will be due to reductions in train services representing a curtailment of some 3,250,000 train miles per annum, which is stated to be probably the most drastic reduction in train mileage ever effected by a railway company. The reductions, however, have been made only after the most careful study of the needs of the communities affected, with the result that none of the services will be seriously impaired. The Company is making a vigorous attempt to meet the inroads on traffic revenue made by such forms of transport as motor buses, etc.

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# Air Transport Notes.

**Imperial Airways, Limited. Change of Address.**—Imperial Airways announce that as from July 27th their head office and London terminus will be:—Airway Terminus, Victoria Station (Continental Departures), London, S.W.1. Telephone: Victoria 2211. Telegrams: Impairlim, London. The entrance to the new premises is exactly opposite the Royal waiting room and entrance to the Continental departure platform, and taxi-cabs with air passengers will approach Victoria Station in exactly the same way as if they were taking passengers for the boat trains. Passengers for the services of the German Air Company, Deutsche Luft Hansa, and for those of the Belgian Company, S.A.B.E.N.A., as well as those of Imperial Airways, will use this Air Terminus, and thus the great majority of travellers to the Continent by whatever means they cross the Channel will start from and arrive at the same point in London. The present office at Airways House, Charles Street, will be retained as a branch West End passenger and freight booking office and enquiry bureau, but car services between London and Croydon will run from the Airway Terminus at Victoria to Croydon and vice versa from July 27th.

**New Hooton Aero Engine.**—Pobjoy Airmotors, Ltd., of Hooton, Cheshire, have marketed what is claimed to be the lightest aero engine for its power in the world. It is 75 h.p., weights 130 lbs. and consumes only 4¼ gallons of petrol an hour at full throttle, which represents about 30 miles to the gallon at 125 miles an hour. The engine will be incorporated in the Comper Swift aeroplane.

**More "Bristol" Bulldogs for Sweden.**—Some months ago the Swedish Government purchased a number of "Bristol" Bulldog single-seater fighters, fitted with "Bristol" Jupiter Series VII.F. supercharged engines, with the intention of submitting them to thorough tests over an extended period before committing themselves to the choice of this type for the general equipment of the Swedish Air Force. There trials included service throughout a Swedish winter. Recently the Swedish authorities placed an order with the Bristol Aeroplane Company, Ltd., for the supply of eight further "Bristol" Bulldogs. These have now been completed and fulfilled a series of performance tests in Bristol to the full satisfaction of a Swedish Acceptance Commission. The machines were then flown to Sweden by pilots of the Swedish Air Force, in two flights of four machines each.

**Air Parcel Post to India.**—Although the Imperial Airways England-India air mail has been in successful operation for three years, the service has hitherto been for passengers, letters, and freight only. Now, however, a regular parcels air mail has been instituted on this 5,000 miles route. The new facility is available weekly in each direction and will, it is hoped, be of considerable benefit to British business houses trading with India. As an example of the time-saving effected by the England-India flying mail, it may be mentioned that, by the accelerated service now in operation, parcels from London reach Karachi in only 5 days, as compared with 19 by the fastest surface transport, while, as an indication of the rates charged, the cost for a 1 lb. parcel is 6s. This England-India air parcel post is, it may be mentioned, proving already of value in the rapid transport of such articles as small, urgently-required spare parts or—just to take another example—in respect of consignments of seeds which, if they are any considerable time in transit under semi-tropical conditions, may run a risk of premature germination.

**Royal Dutch Air Lines and K.N.I.L.M.**—In the natural excitement caused a short time ago by the first experimental England-Australia and return air mail operated by Imperial Airways, Ltd., not so much was heard of another and perhaps not unimportant experimental air mail link between England and Australia. About the same time as the Imperial flights to and from Australia, mails from London were being carried by air to Australia along an existing and well organised Dutch route operated from England to Holland and from Holland to Batavia by the Royal Dutch Air Lines, a Company well known for its Amsterdam-Batavia fortnightly air mail service. From the Dutch East Indies to Australia the last link in the chain was forged by a return mail flight between Batavia and Australia by the K.N.I.L.M., a Dutch East Indies Air Traffic Company which operates air lines in the Netherlands Indies. The outward trip was without incident and ran to schedule, and the mail machine from Batavia to Australia was named the "Abel Tasman" after the Dutch explorer who discovered Australia in 1642. The return journey to England was interesting, because from Sydney to London, the mails only took 18 days and of these, two were spent inactively in the Dutch Indies because the "Abel Tasman" arrived two days before the K.L.M. Batavia-Amsterdam machine was scheduled to depart for Europe. Thus, if such a service became regular, there is no reason why the Australia-England journey should not be performed in 16 to 17 days with regularity.

**Handley Page News.** — An agreement has been concluded between an Italian Company and Handley Page, Ltd., by which Italian aircraft will be fitted with auto-slots. The Italian company has been formed for the purpose of handling the slot patents in Italy and it is understood that the slot is to be used extensively on Italian aircraft both civil and military. Handley Page wing slots are now used in Australia, Canada, Czecho-Slovakia, Denmark, Finland, Great Britain, India, Italy, Japan, New Zealand, Norway, Poland, Portugal, Rumania, South Africa, Spain, Sweden, Switzerland and the United States of America. Turning to civil aviation one finds that slots are equally widely used and that not only the flying organisations but also the private aeroplane owners appreciate the value of this fitting. On June 17th last the firm of Handley Page, Ltd., celebrated its 22nd birthday.

**Air Taxi Services Established in the Irish Free State.**—Air taxi services were established in the Irish Free State last month, when the first civil aerodrome was opened by Mr. S. Dolan, T.D., Parliamentary Secretary to the Ministry for Industry and Commerce, at Finglas in the County Dublin. This aerodrome is the headquarters of the Iona National Airways and Flying School, Ltd., of which Mr. Hugh Cahill is the Managing Director. Until this scheme of civil aviation was established there had been no air taxi service in the Free State, and a long-felt want is now supplied. A spacious field has been laid out and fixed up as an excellent aerodrome, on which big machines can conveniently land and take off, whilst a hangar has been constructed that can hold up to twenty aeroplanes. The aerodrome is fully staffed, and is in charge of a competent pilot, Mr. M. F. Coogan, who was, until recently, an officer in the Free State Army Air Corps. At the start the Iona National Airways had three light aeroplanes, all D.H. Moths, which have since been put into operation for air taxi transport in Ireland, so that it would be possible to charter an aeroplane at Finglas for a fast journey to any destination in Ireland.

**Model Air Liner for Blind Children.**—Blind children, like all other young folk, are interested keenly in aviation; but their affliction prevents them from grasping the various features of aeroplane construction unless they can actually handle model aircraft of a convenient size. Recently the Principal of the North Wales School for Blind Children at Rhyl wrote to the London air station, asking whether it might be possible to obtain a model of a modern air express for instructional purposes. "Blind children," she wrote, "miss so much of contact with the ordinary sights of life that it is impossible for them to realise, without handling a model, what such a thing as an aeroplane is like." This request was brought to the attention of Imperial Airways, and a letter was sent to the Principal, offering to forward to the school, immediately, a model with a 2 ft. 6 in. wing span of one of the Company's Handley Page W.8 biplanes. This offer, the Principal replied, she would be only too delighted to accept; whereupon the model was sent off at once, and, after its arrival, the Principal wrote again: "It is exactly the size for our purpose. Had it been bigger, the complete model might have been beyond the tactile comprehension of the smaller children; but as it is they are all able to feel the complete model within the length of their outstretched arms. The children are delighted with it." When forwarding the model, it was explained that the aircraft of which it was a replica was driven by two Rolls-Royce engines developing a total of 750 horse-power, and carried 14 passengers, together with pilot and engineer. It was also mentioned, as a point of interest, that the particular aircraft of which the model had been made had flown more than 500,000 miles in the Company's service. Increases in the size, power, and luxury of modern aircraft, and the concentration by Imperial Airways upon great machines driven by three and four engines, have now led the smaller twin-engined machines to be diverted from cross-channel passenger services, and they are now used largely for freight-carrying purposes.

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# Publications Received.

THE LAW OF MOTOR VEHICLES. By Frederick G. Bristow, F.C.I.S., M.Inst.T., of the Inner Temple, Barrister-at-Law. (The Commercial Motor Users' Association (Inc.), 50, Pall Mall, London, S.W.1. Price 5s. net). The appearance of this book is opportune. The new Road Traffic Act was placed upon the Statute Book on August 1st, 1930, and during the last few months operators of mechanically propelled vehicles have become bewildered by the number of orders and regulations made under the Act until to-day it is doubtful whether any transport manager can put his hand to his heart and say "I know it all." Only a few weeks ago a Metropolitan magistrate is reported to have said "How on earth omnibus owners can possibly keep in touch with all these regulations I cannot conceive." Operators of all kinds of mechanically propelled vehicles must know, however, what they may and may not do, and in this book Mr. Bristow tells them and does it so simply that "He that runs may read." This book collects for the first time in one volume the Road Traffic Act, 1930, the Regulations and Orders made under it and other legislation affecting motor vehicles, and the opportunity has been taken to include such matters as the lighting, taxation, registration and licensing of motor vehicles; the conveyance, storage, and use of petroleum spirit; the transit of animals by road and other subjects with which owners and drivers should become familiar. That the book is "up to the minute" there can be no question; for instance, only a few weeks ago the Minister of Transport made Regulations dealing with lost property in connection with Public Service Vehicles, yet the author deals with these regulations. The Rt. Hon. Sir Eric Geddes, P.C., G.C.B., G.B.E., LL.D., the first Minister of Transport, contributes a foreword in the course of which he says "Mr. Bristow is admirably qualified for the work which he has undertaken having been continually in the counsels of the Ministry, both during the passage of the Bill through Parliament and in connection with the many regulations subsequently issued. His book will, I feel sure, be of the greatest interest and value to all users of the King's highway and no owner of a motor vehicle, whether passenger or goods carrying, with any pretention to a full knowledge of his business and a due regard for his responsibilities to the general public should be without a copy of it." May we say that we cordially endorse Sir Eric's remarks. Mr. Bristow is well-known to many of our readers as the General Secretary of the Commercial Motor Users' Association and since the passing of the Road Traffic Act he has lectured throughout the country on its provisions. The book contains the following, amongst other important matter:—The Road Traffic Act, 1930; The Construction and Use of Motor Vehicles; The Lighting of Motor Vehicles; The Highway Code and Traffic Signals; The Storage of Petroleum Spirit; The Conveyance of Petroleum Spirit by Road; The Taxation of Motor Vehicles; The Registration and Licensing of Motor Vehicles; The Transit of Animals by Road; The Conditions of Fitness of Public Service Vehicles; The Traffic Commissioners and Traffic Areas; Statutes, Orders and Regulations; Comprehensive Index. The alphabetical arrangement of each section renders it easy to refer to and the appropriate penalties for each offence are included in the respective paragraphs.

THE MOTOR TRANSPORT YEAR BOOK AND DIRECTORY.—Vol. 15, 1930-31. (Electrical Press, Ltd., 13-16, Fisher Street, Southampton Row, London, W.C.1. Price 30s. net.) This publication continues to grow in value and importance. It is the only comprehensive annual record of the motor transport industry. It is specially compiled to meet the requirements of the various business interests involved and provides a vast amount of commercial, financial and technical particulars of great value. It is, in fact, indispensable to all concerned in the progress of mechanical road transport. The new edition provides specially compiled information relating to 5,138 motor transport and allied undertakings; details (including addresses) of 6,500 Directors and Officials engaged in the Industry, and much other valuable information. New features include a digest of the new law and regulations governing Public Service Vehicles; 13 specially drawn maps of the newly constituted Traffic Areas; and a Geographical Index of Transport Undertakings operating in each Area. There are full particulars of Associations and Societies connected with the industry and a comprehensive index of all undertakings dealt with and the "fleet names" of services in operation

HOME MARKET ANALYSIS No. 5 (The Society of Motor Manufacturers and Traders, Limited, Statistical Department, 83, Pall Mall, London, S.W.1. Price 2s. 6d. post free.) This publication gives a complete analysis of the United Kingdom motor market. An estimate of sales of private cars for the year ending September, 1931, indicates a decrease of 4,000; sales of goods carrying vehicles a decrease of 2,000; sales of hackney vehicles a decrease of 800. The proportion of sales of saloon cars as against other models has risen from 46 per cent. in 1927 to 88 per cent. in 1930. Of the total vehicles in use at the end of 1929 approximately 8 per cent. of private cars, 10.3 per cent. of goods carrying vehicles and 6.7 per cent. of hackney vehicles were taken off the road in 1930. Total private cars, trucks and hackney vehicles in use have increased from 1,434,256 in 1929 to 1,532,820 in 1930. The greatest percentage increase is shown by goods carrying vehicles, namely, 11.4 per cent. as against an increase in usage of private cars of 7.6 per cent. and hackney vehicles, 3.2 per cent. This publication should be an invaluable guide to the retail vendor of motor vehicles, as well as to the manufacturer.

THE MOTOR INDUSTRY OF GREAT BRITAIN for 1931 (Issued by The Statistical Department of The Society of Motor Manufacturers and Traders, Ltd., 83, Pall Mall, London, S.W.1. Price 2s. 6d. net.) The motor industry of Great Britain deals with:—(1) The historical and statistical survey of the Motor Industry; (2) Roads and Taxation with International comparisons; (3) Imports, Exports and Production of Motor Products with International comparisons; (4) The number of Vehicles in use with International comparisons. Special points of interest are:—(a) The average life of a Motor Vehicle in Great Britain is now 7¾ years; (b) Whilst Motor Cars and Taxis have increased by nearly 300,000, the proportion of street accidents attributable to these vehicles has decreased by 1.6 per cent.; (c) The United Kingdom still pays the highest taxes in the world, viz., £27.9 per vehicle per annum, as against £6.56 in the U.S.A.; (d) Production in 1930 was 61 per cent. higher than in 1924; (e) Employment in the Motor Trade in 1930 was 8.9 per cent. higher than in 1924; (f) There has been a favourable balance in overseas trade of all Motor Products since 1926; (g) The British Empire owns 11.3 per cent. of the total vehicles in the world; (h) There are 29.8 persons to every Motor Vehicle in the United Kingdom and 4.6 persons to every Motor Vehicle in U.S.A; (i) There is on page 124 a new and interesting formula for gauging the potential markets of countries throughout the world. This very interesting and useful publication is obtainable from any bookseller. Trade agents are Messrs. Simpkin, Marshall, Ltd.

R.A.C. HANDBOOK. The 1931-2 edition of the R.A.C. Guide and Handbook is now available. The mass of information which this Guide contains has increased so enormously in recent years that it has been found necessary to remodel the new edition to prevent its becoming unwieldy. The whole of the contents have been rearranged, a lighter type of paper has been employed, and the stiff cover replaced by one of limp cloth. Not only is the Guide more comfortable and convenient to handle in its new form, but the information it contains is more elaborate than ever before. Amongst the principal features are a complete summary in simple language of all the laws and regulations relating to the use and ownership of private motor vehicles; a list of all registration and licensing authorities with index marks, statistical tables for calculating horse power, speed and so forth, police and driving signals, lighting-up tables, hints on first aid, and the principal motoring records. The touring section contains a directory of Great Britain and Ireland giving particulars of hotels, garages and repairers, places of interest, golf clubs, etc., for over 2,000 towns and villages, sixty street plans of the larger towns showing bye-passes and recommended through routes, a 32 page coloured map, a list of camping sites, tolls and ferries with charges and sailing times in the case of the latter; over 600 hills in Gt. Britain with their length and gradient, a directory of the 430 R.A.C. Telephone Boxes with numbers, and an alphabetical list of the 1,500 Inns where the standard R.A.C. 2s. meal can be obtained. The Foreign Touring Section sets out the various R.A.C. offices and agents in foreign countries, gives full information regarding customs duties and foreign touring facilities, including hotels and garages, and a complete summary of the law relating to motoring in sixty colonies and foreign countries. Copies are obtainable from the Secretary, R.A.C., Pall Mall, London, S.W.1, price 1s. 6d. post free to members, and 4s. to non-members.

ROAD TRAFFIC ACT MAP. Edward Stanford, Ltd., Cartographers to The King, 12-14, Long Acre, London, W.C.2, have published a very useful map showing in colours the traffic areas in England, Wales and Scotland. The scale is about 23 miles to 1 inch and the size 30 in. by 22 in. It will prove to be an almost indispensable map for Local Authorities and to all interested in Road Transport. Prices: Cloth lined paper, flat 3s. 6d. (3s. 11d.). Folded in cover 4s. 6d. (4s. 8d.). On cloth and rollers 6s. 6d. (7s.). (The figures in brackets include postage.)

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# Law Cases.

## RULE GRANTED.

THE legality of the conviction of Robert Leslie Levett, of William Street, Blyth, a bus driver employed by a Newcastle-on-Tyne transport company, for alleged "reckless driving" within the meaning of a section of the Road Traffic Act, 1930, is to be tested in the High Courts. On June 2nd, before a King's Bench Divisional Court, Counsel for Levett asked if a rule *nisi* to issue to the Leightonstone (Hunts.) Justices calling on them to show cause why a conviction they recorded against him should not be quashed on the ground of nullity because of an error in practice. Counsel explained that, on Good Friday, an accident occurred in which Levett's bus collided with a motor lorry with the result that Levett was fined £30 and costs by the Justices for "reckless driving." Under a section of the Act the maximum penalty, if the offence is proved, is a fine of £50, or, alternatively four month imprisonment. The suggestion was now advanced that the Justices failed to give Levett the opportunity of choosing the right of trial by jury with the result that the conviction was a nullity. Mr. F. C. Whiting, a Northampton solicitor, supported the application for the rule by affidavit as to what happened before the Justices and the Court granted the rule *nisi* which will be argued in due course.

## MUDGUARDS ON STEAM LORRIES.

AN interesting point was raised at Ashton Police Court recently when Messrs. W. Storrs & Sons, Limited, of Stalybridge, were summoned for not having mudguards on a steam lorry to prevent the splashing of mud or water. It was explained that the steam lorry in question was a three-way tipping lorry and mudguards were not supplied by the makers, as these would be damaged by the tipping body. After an inspection by the magistrates, during which time the driver tipped the wagon in all its ways, the magistrates decided to dismiss the case. The presiding magistrate said that mudguards of American cloth could be used on this type of vehicle with great success.

## IS THE DRIVER TO BLAME?

AN interesting case in which a motor bus workers' trade union instructed the solicitor for the defence, was heard at Chorley recently when William Boothman, bus driver, was summoned for aiding and abetting the overcrowding of a bus he was driving at Chorley. The conductor of the bus was fined 20s. for allowing the bus to be overcrowded by carrying 58 passengers. The Magistrate's Clerk pointed out that in such cases the conclusion the magistrates had come to was that the driver was technically guilty of the offence by the mere fact that he was driving the bus. They recognised that if the driver attended to his driving he was doing as much as could be expected of him. In such cases they adopted the practice of ordering the driver to pay costs.

Mr. A. W. H. Riley, for defendant, explained that the driver was seated in the front of the bus and as soon as the lights were put on inside, the driver had to pull down three blinds. If he did not do so, disciplinary action was taken against him and he was fined. There used to be a practice that if the bus was full the conductor gave three rings on the bell so that the driver would know. Notice had been given, however, that this practice must stop forthwith. In such a case how could the driver know the bus was full?

Dr. A. Duckworth, one of the magistrates, pointed out that a company's regulations were not the law and that whatever they thought of the law, they could not take a company's regulations as such.

Defendant was ordered to pay costs for aiding and abetting.

## DAMAGES FOR CARTAGE CONTRACTOR.

IN the Bow County Court, before Judge Thompson, K.C., and a jury, John Honyben, of 79, Silwood Street, Rotherhithe, S.E., a cartage contractor, was the plaintiff in an action remitted from the High Court, to recover £200 alleged damages from Samuel Rogers, of 134, High Street, Stratford, E.

The plaintiff gave evidence, and said that on December 31st, he was driving his Ford motor lorry from Northfleet towards home. He was passing through Princes Road, Dartford, at a very slow pace, as he knew it to be a very dangerous spot, and further it was a very dark and stormy night. Suddenly two yards in front of him he saw a dark object, and before he could pull up he ran into it. He then found that it was the trailer of a motor lorry, on which there were no lights, and which had been stationary. A man was fixing a fresh light on, but was obscuring it while doing so, and he was pinned between the two vehicles. The man was so badly injured that he had to be taken to hospital. The plaintiff was flung against the steering wheel, and sustained a laceration of the right side and a contused spine. He had been earning £6 a week, but had been unable to work since.

In cross-examination he said his side lights were candles, but his head lights were on.

Medical evidence was given that the plaintiff's wound had not healed, and he would not be fit to do his ordinary work for another month.

For the defence it was set up that the plaintiff contributed to the accident by not keeping a proper look-out, and that it was his own negligence that caused the accident.

The jury retired, and on returning into court gave a verdict for the plaintiff for £150.

Judgment was accordingly entered, with costs.

## CUSHIONS LOST IN TRANSIT

THE question as to liability for cushions lost in transit, was discussed in the Shoreditch County Court, before Mr. Registrar Wickham. The plaintiff was Edward John Speckman, of 44, Gibraltar Walk, Bethnal Green Road, a motor driver, and he sued George Tovee, of 118, Brunswick Street, Hackney Road, E., transport contractor, to recover £4 5s. being 35s. a weeks wages, and £2 10s. petrol purchased on behalf of the defendant when on long distance journeys. There was a counterclaim for 30s. for cushions alleged to have been lost by the plaintiff when delivering furniture in Manchester and Birmingham.

The claim was admitted, and in support of his counterclaim, the defendant said the plaintiff took a load of furniture for delivery in Manchester, Birmingham and Liverpool, and when he came back it was found that a number of cushions were short. He was sub-contracting for this job, and he could not get his money until he allowed for these lost cushions. When he spoke to the plaintiff about it, he said he must have left them up in Manchester. Cross-examined by the plaintiff, he admitted that it was usual for the van to be loaded before the plaintiff started, and it was so on this occasion. The plaintiff said he could not see where he could be liable because his invoices were receipted on the journeys, and therefore he must have delivered the goods correctly everywhere. The Registrar said he could not see where the defendant was liable for the loss of these cushions any more than the plaintiff, because neither of them loaded the van and the receipts came back complete. It seemed to him that if a person took on transport work, he could not be liable for any lost articles unless the loading was done by the person who carried out the work. Under the circumstances, as the defendant himself was not really liable for the lost cushions, the plaintiff certainly could not be. He would therefore enter judgment for the plaintiff, with costs.

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# In Parliament.

**Road Traffic Signs.** Answering a question in the House of Commons **Mr. Herbert Morrison,** the Minister of Transport, said that prior to the passing of the Road Traffic Act, 1930, he had issued circular letters to highway authorities recommending suitable types of traffic direction and warning signs as well as traffic control light signals, and the terms of assistance available from the Road Fund were also explained. Before taking any comprehensive action under Section 48 of the Road Traffic Act, he thought it desirable that the whole question should be reviewed by a departmental committee which he proposed to set up, and on which the highway authorities would be represented. Upon their recommendations would largely depend the measures to be taken for carrying into effect any changes that might be found necessary.

**Regulations made under the Road Traffic Act.** Asked the number of orders and regulations made by him under the Road Traffic Act, 1930, **Mr. Herbert Morrison** said that thirty-one Orders and Regulations had been made of which three had been revoked and suspended by subsequent Orders or Regulations. Of the remainder, a number dealt with the fixing of the dates of commencement of different sections of the Act, or other formal matters. It was his intention when the Regulations which were of general interest had assumed a permanent form, to have them grouped according to their subject matter, and made available in a convenient and compact shape.

**Motor Coach Services.** Mr. D. G. Somerville asked the Minister of Transport what steps were being taken to coordinate the varying decisions reached by various traffic commissioners in respect of the same motor coach services which passed through their areas? **Mr. Parkinson,** who replied, said that the conditions to be attached to a road service licence fell to be determined, in the first instance, by the traffic commissioners concerned, having regard, amongst other things, to the traffic conditions existing in their own area. He hoped that when further experience had been gained it might be possible for the commissioners to standardise such conditions as might prove to be generally applicable to a particular type of service. To these would be added such special local conditions as might be necessary.

**Mr. Somerville** asked the Minister of Transport whether in view of the uncertainty which existed all over the country in respect of motor coach services, he proposed to take any steps to expedite the investigations of the traffic commissioners; and whether he would consider the desirability of allowing all existing motor coach services to continue during the present summer, with the object of avoiding unemployment and enabling the public to know exactly what holiday facilities existed, it being understood that the recommendations of the commissioners would only become operative in the autumn? **Mr. Parkinson,** who replied, said that under the provisions of the Public Service Vehicles (Transitory Provisions) Order, an applicant for a road service licence who was operating a service on 9th February, 1931, could continue to run that service pending the grant or refusal of his application by the commissioners. Similarly a seasonal service operated during the 12 months ended 31st March last could be run during the corresponding period or periods of this year. In these circumstances his Right Hon. Friend saw no reason for taking action on the lines suggested.

**Omnibus and Coach Services. Mr. Remer** asked the Minister of Transport how many applications had been made to the traffic commissioners to run omnibus and coach services; how many had been heard to date; how many decisions had been given; and in how many cases had the applications been refused? **Mr. Parkinson,** who replied, said that up to May 31st the traffic commissioners had received approximately 30,000 applications for road service licences, including backings. At that date decisions had been given in 3,249 cases, including 154 refusals. He had no information as to the number of applications heard on which no decision had by that date been given. **Mr. Remer:** Will the traffic commissioners be able to complete all these cases within the year? **Mr. Parkinson:** We hope so.

**Mechanical Signals for Heavy Motor Vehicles. Sir George Penny** asked the Minister of Transport whether he would issue regulations making compulsory the use of mechanical and illuminated signalling arms on heavy mercantile and passenger-carrying vehicles? **Mr. Herbert Morrison** said that the Highway Code described fully the hand signals that drivers should give when intending to stop, slow down or change direction, while stating at the same time that where the appropriate signal could be given effectively by a suitable mechanical or electrical device there was no objection to its use. He did not think he should be at present justified in making the use of such mechanical or electrical devices compulsory in the case of any particular class or description of vehicle.

**Unilateral System for Waiting Vehicles.** In reply to a question **Mr. Herbert Morrison,** the Minister of Transport, said that consideration had been given to a proposal to introduce the unilateral system for waiting vehicles in certain streets in London, but in view of the objections which were made it was decided not to pursue the proposal further at the present time.

**Road Service Licences. Mr. Remer** asked the Minister of Transport if his attention had been called to the expense incurred by the opposition by railway companies and large omnibus undertakings against the smaller omnibus owners before the traffic commissioners; and if he would take steps, in cases where these applications were granted, to provide that they should be granted for a period of years, or that no objections could be made on the same grounds in the annual application? **The Parliamentary Secretary to the Minister of Transport** (Mr. Parkinson), who replied, said that the Minister's attention had not been called specifically to the matter referred to in the first part of the question. As regards the second part, he would point out that under the Road Traffic Act, 1930, a road service licence could not continue in force for a period exceeding 12 months, and that in exercising their discretion to grant or refuse an application for a fresh licence, the traffic commissioners were required to take into consideration any representations which might be made by persons who were already providing transport facilities along or near to any part of the proposed route. **Mr. Remer:** Is the Parliamentary Secretary not aware that if the small omnibus owners have to make application every year, and are put to very serious expense, they will very soon go out of business altogether? **Mr. Parkinson:** Of course, but there is no obligation to engage counsel, and, after all, the licence is only granted for one year according to law.

**Conductors on Public Service Vehicles. Mr. Remer** asked the Minister of Transport if his attention had been called to the hardships caused in many instances by the regulation requiring that in every case there should be conductors on omnibuses; if he was aware that this would mean the closing down of services in certain rural areas which were of great convenience to the travelling public; and if he would take steps to leave discretionary power with the traffic commissioners on those matters? **Mr. Parkinson,** who replied, said that no regulation had been made by the Minister requiring that in every case there should be conductors on omnibuses. Regulation 14 of the Public Service Vehicle (Equipment and Use) Regulations required that as from August 1st, 1931, where a public service vehicle was being used as a stage carriage a conductor should be carried if the seating capacity of the vehicle exceeded 20 passengers, with the proviso that in the case of a single-decked vehicle where no adult fare was less than 6d. no conductor need be carried if the seating capacity of the vehicle did not exceed 26.

**Age Limit for Motor Omnibus Drivers. Mr. Batey** asked the Minister of Transport if he was aware that about 200 young men, 18 years of age, had been thrown out of work in the northern area owing to the Road Traffic Act, which prevented them continuing as drivers of motor omnibuses until they were 21 years of age; and whether he would consider some way whereby these young men could continue their employment. **Mr. Herbert Morrison** said that Section 77 of the Road Traffic Act, 1930, provided that a person should be disqualified from obtaining a licence to drive a public service vehicle unless he is over the age of 21, or unless he shows to the satisfaction of the traffic commissioners that he was, during the six months immediately preceding 1st January, 1930, regularly employed as a driver of a public service vehicle. He had no power to waive or modify the provisions.

**Motor Vehicle Lights. Mr. Remer** asked the Minister of Transport if it was his intention to make any regulations with reference to the size of headlights on motor vehicles? **Mr. Parkinson,** who replied, said it was the intention of the Minister to make regulations which would prohibit the use of headlights of excessive power. The question of size was, he (Mr. Parkinson) thought, not a material factor.

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# Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

## MOTORING OFFENCES.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—May I suggest that motorists should bear in mind some of the facts revealed by the Home Office statistics of motoring offences in England and Wales for the year 1930?

The following analysis of the figures covering offences committed by motor users during the year reveals, on a percentage basis, the relative frequency of various breaches of the law, in comparison with the total number of offences:

| | Per Cent. |
|---|---|
| Lighting offences | 25.9 |
| Driving Licence offences | 12.3 |
| Obstruction | 12.1 |
| Reckless driving | 9.0 |
| Silencer offences | 7.9 |
| Exceeding speed limit | 6.6 |
| Inefficient brakes | 6.0 |
| Registration offences | 5.3 |
| Failure to stop on request | 1.8 |
| Drunkenness | 0.5 |
| Failure to stop after accident | 0.3 |
| Manslaughter | 0.02 |
| Causing bodily harm | 0.01 |

Thus, over 63 per cent. of all the charges brought against motorists concern purely technical offences such as lighting, driving licences, silencers, registration marks and obstruction, leaving only a very small proportion of really serious offences.

These Official statistics indicate that, although the standard of conduct on the road in Great Britain is high, motorists are, nevertheless, being heavily fined for technical breaches having no bearing on the question of public safety.

The statistics regarding A.A. free legal defence, which was initiated by the Association in 1907, go far to bear this out.

Yours faithfully,
STENSON COOKE,
Secretary.

The Automobile Association,
Fanum House,
New Coventry Street, London, W.1.
June 30th, 1931.

## AXLE WEIGHTS INCREASED.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—We are pleased to be able to inform you that the Minister of Transport has given favourable consideration to the representations made to him by the Steam Road Vehicle Makers on the subject of axle weights.

A new amendment Order has now been issued legalizing an additional two tons of laden weight for four-wheeled steam vehicles licensed before 1st January, 1932. Thereafter all four-wheeled steamers on pneumatic tyres will be allowed one ton extra, i.e., 13 tons gross weight at 20 m.p.h.

This means that existing "Sentinels," "Super-Sentinels" and "Sentinel" D.G.4's are now legal with two tons more pay load than previously and that any new "Sentinel" four-wheeled vehicle licensed before the end of this year will enjoy a similar advantage.

Yours faithfully,
F. G. GODDARD,
Director.

The "Sentinel" Waggon Works, Ltd.,
Shrewsbury.
8th July, 1931.

## TRANSPORT CHAOS.

*To the Editor of* THE WORLD'S CARRIERS.

SIR,—As one interested in the attempts which are being made to remedy the chaotic state of transport in this country, I should like to call your attention to a national conference of local authorities which has been called by the Leicester City Council to discuss canal development.

The question of road congestion and damage by heavy traffic is bound to crop up and is of vital interest to architects of houses adjacent to main roads. May I suggest, therefore, that the conference would be a fitting occasion to discuss national transport as a whole? So far, I understand, no invitation to the conference has been issued to representatives of the three great inland carrying systems—the railways, the roads and the canals. As it is surely of the utmost importance that some measure of agreement should be reached by these three interests as to the types of traffic for which they should individually cater, I should like to suggest to the Leicester City Council that invitations should be extended to them.

The importance of the Conference is emphasised by the fact that the Grand Union Canal Company is now carrying out legal preliminaries before completing the purchase of the Leicester and Loughborough Navigations and the Erewash Canal, all of which serve Leicestershire and the neighbouring counties.

Yours faithfully,
G. B. J. ATHOE,
Secretary.

The Incorporated Association of Architects and Surveyors.
1, Wilbraham Place, Sloane Street
London, S.W.1.
25th June, 1931.

# Commercial Motor Users' Association.

**West Midlands Division.**

AT the Annual General Meeting of the West Midland Division of the Commercial Motor Users' Association held on June 11th, at Birmingham, Mr. S. Macadam, of Cadbury Brothers, Bournville, was elected Chairman for the ensuing year, and Mr. G. T. Mayhew, of Messrs. Chamberlain King & Jones, Birmingham, was elected Vice-chairman.

The annual report for the year 1930-31, stated (*inter alia*) that the Division sustained a great loss in the resignation of its Chairman, Mr. John H. Stirk, J.P., who left the district on his appointment as Traffic Commissioner for the East Midlands. The Council found an efficient successor in Mr. S. Macadam for the remainder of the year.

Efforts were continued to induce the Birmingham Corporation to fit automatic "stop" lights on trams and buses, and it would be seen that such were now being fitted to new buses.

Special attention had been given to the Road Traffic Act, 1930, throughout the year. Clause 19 in particular had been the subject of sustained effort and as was known a modification of this was made although, perhaps, not such a favourable one as was hoped for.

The Divisional Council was not satisfied with the section of the Act dealing with third party Insurance, and thought property should be included. This matter however, had yet to be debated before the National Council.

The existing speed limits created anomalies particularly regarding lighter vehicles. The C.M.U.A. made strenuous efforts to get what it considered more equitable treatment of speeds and would at the proper time renew its activities in this direction.

It was observed that passenger traffic regulations were onerous and restrictive and to these due attention was being paid.

The Division through the National Council objected to the Hours of Industrial Employment Bill, and was following its development.

Mr. C. le M. Gosselin and Mr. F. G. Bristow visited the Division on December 5th, 1930. Mr. Bristow spoke on the Road Traffic Act before a large audience at the Birmingham Commercial College, and the meeting was highly successful The President accompanied by Mr. Bristow attended the Drivers' Annual Supper at the Crown Hotel, Birmingham. Appreciation of the President's visit was shown by the increased number of drivers present.

Messrs. Morris Commercial Cars, Ltd., kindly showed the Morris Cinematograph Film to an interested audience at the Woodman Hotel, Birmingham, on January 20th, last. The Divisional Secretary, Mr. John Howell, opened a talk on the Road Traffic Act at the same place on March 10th. Much appreciation was shown by members and drivers at both meetings.

Special attention is drawn to the findings of the Royal Commission on Transport. The Division objects to the following recommendations, viz.:—that motor vehicles shall contribute more towards highway costs; that vehicles exceeding four tons unladen weight be discouraged; that vehicles whose unladen weight equals 9-10 tons shall have rates doubled; that trailers shall be licensed, and that there shall be co-ordination of road transport by means of nationalisation, rationalisation, or both, or by a public trust. It is obvious that if the Association is successfully to resist the above it must be better supported by its members and by all interested in Road Transport.

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# News from all Parts.

**Advertising the Fair.**—The Department of Overseas Trade announce that they have appointed Dorland Advertising, Ltd., as their advertising agents for next year's British Industries Fair which opens in London and Birmingham on February 22nd, 1932. Mr. Sydney Walton will direct the news publicity not only of the London section of the Fair as heretofore but also of the Birmingham section. The news for both sections will be handled by Mr. Robert Williamson and Mr. Andrew Reid from 10, Adam Street, Adelphi, London, W.C.2.

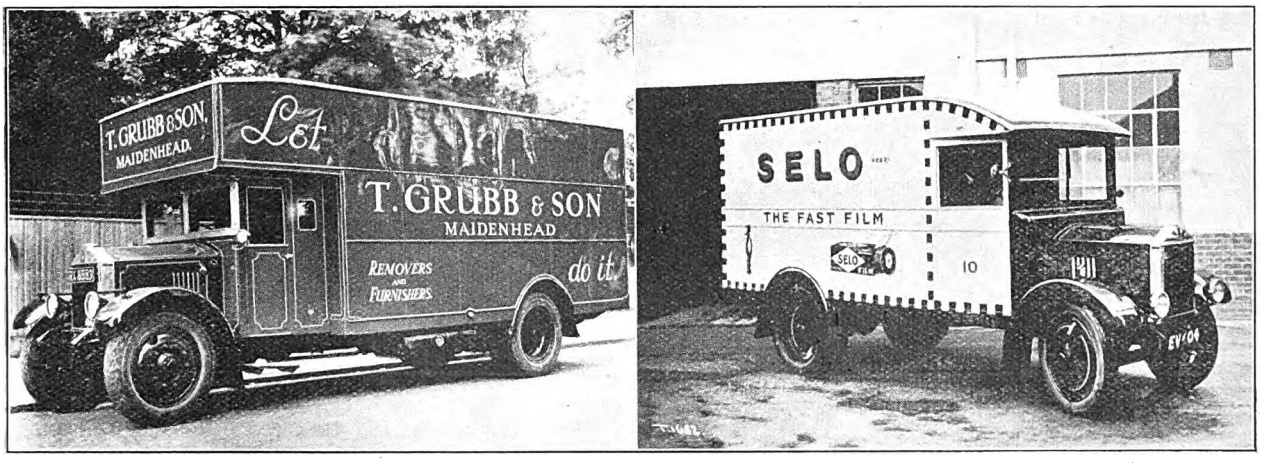
**London Traffic. The Motorist and Oxford Street.** — The Automobile Association has issued a special map of Oxford Street, London, which clearly indicates the restrictions and prohibitions which obtain within the scheduled area of control. A novel feature is embodied, inasmuch as the map shows what the motorist should avoid at the various street intersections. All essential information is clearly shown. The A.A. advises all members to keep a copy available in their cars when motoring in the West End. The map may be obtained gratis on application to the Secretary, The Automobile Association, Fanum House, New Coventry Street, W.1, or to any A.A. Branch Office.

**FORTHCOMING EVENTS.**

| | |
|---|---|
| July 27—31. | First International Conference on Public Cleansing, Guildhall and Olympia, London. |
| Sept. 10—26. | Shipping and Engineering Exhibition, Olympia, London. |
| Nov. 5—14. | Commercial Motor Transport Exhibition, Olympia, London. |
| Nov. 16—21. | Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall, London. |
| Nov. 26. | The Motor and Cycle Trades' Benevolent Fund. Annual Banquet. |
| Nov. 28—Dec. 6. | Paris. Commercial Motor Exhibition. |
| Dec. 7—11. | Smithfield Club Cattle Show, Royal Agricultural Hall, London. |

**Speeding up Canal Transport to the Midlands.** — A bridge, capable of carrying a load of sixty tons, a concrete road, and a warehouse with a ground floor space of 7,500 square feet, have just been constructed at the Brentford terminus of the Grand Union Canal. These form part of the comprehensive development and speeding-up scheme of the company, whose canals—240 miles in length—link London with the Midlands. The new warehouse is equipped with a three-ton electric crane which can be moved to any part of the building, and can be used either for loading or discharging or for transferring goods from one part of the warehouse to another. From the main structure a cantilever projects 30 ft. over the canal and enables barges to be filled or discharged under cover.

**Attractive "Albions."**—Albion Motors, Ltd., Scotstoun, Glasgow, are the manufacturers of the interesting vehicles illustrated. One photograph shows a 30/35 cwt. Albion van possessing considerable advertising value. It is used by Messrs. Ilford, Ltd., and whilst delivering the firm's products it features their new "Selo" fast film. Our other illustration shows a high capacity van on Albion low load line bonnet type chassis, and it is owned by Messrs. T. Grubb & Son, removers and furnishers, of Maidenhead. The internal dimensions of the main part of the body are 16 ft. by 7 ft. 2 in. by 7 ft. 2 in., and taking into account the extra space obtained over the cab, the cubic capacity is approximately 850 cubic feet.




LEFT: A HIGH CAPACITY VAN ON AN ALBION 30-60 H.P. PASSENGER CHASSIS. RIGHT: A 20-36 H.P. ALBION VAN FOR MESSRS. ILFORD, LTD.

**A.J.S. Passenger and Commercial Vehicles.**—We understand that the passenger vehicle side of the business of A. J. Stevens & Co. (1914), Ltd., Walsall Street, Wolverhampton, shows a marked improvement, and that a regular influx of orders is being received. Many repeat orders are coming in from users of A.J.S. vehicles.

**R.A.C. Tourist Trophy Race.**—Particulars and seating plan of the R.A.C. Grand Stand at the Tourist Trophy Race in Ulster on Saturday, August 22nd, have been issued by the Royal Automobile Club. The stand will be in the same position as last year and will accommodate 2,000 people. All seats will be numbered and reserved; the stand will be roofed and every seat will command an uninterrupted view of the replenishment pits, scoring boards, and nearly a mile of the course. Seatholders will also be entitled to use the enclosures behind the pits and at Quarry Corner respectively. Luncheon tents, buffets, bars, cloak room accommodation, post office, etc., will be provided at the rear of the Grand Stand and in the enclosure. Copies of the seating plan with application form and all information regarding the race may be obtained from the Secretary, R.A.C. (T.T. Booking Office), Pall Mall, London, S.W.1, or any R.A.C. Branch Office.

**B.A.I.F.R.** — Mon. T. Martens, 25, De Mayo, 267, Buenos Aires, has been elected a member of the British Association of International Furniture Removers.

**Rootes Developments in Buenos Aires.**—As already announced, Messrs. Rootes, Ltd., world exporters of Humber and Hillman cars and Commer commercial vehicles, regard the possibilities of the South American market as being so important that they have formed a new company—Rootes (Argentina), Ltd.—to handle sales and service in the Argentine and South America generally. This step was decided upon following the visit of Mr. R. C. Rootes to the Buenos Aires British Trade Exhibition last March. Handsome premises for showrooms and offices have been taken at Callao IIII, Buenos Aires, and these were formally opened on June 3rd. Thus launched, it is hoped that an important and useful future lies before Rootes (Argentina), Ltd., the Sales Director of which is Mr. R. W. H. Cook.

**Motor and Cycle Trades Benevolent Fund.**—H.R.H. Prince Arthur of Connaught has graciously consented to act as Patron of the Fifth Annual Motor Ball and Carnival in aid of the Motor and Cycle Trades Benevolent Fund. The Ball is to be held at Grosvenor House, Park Lane, London, on the Wednesday in Motor Show Week, October 21st. Sir George Beharrell is President of the Ball. Mr. E. M. C. Instone, who has been Chairman ever since the series started, has felt obliged to retire on his appointment as President of the Society of Motor Manufacturers and Traders; he has become Hon. Treasurer, while Mr. F. S. Bennett succeeds him as Chairman and Col. Sealy-Clarke is Chairman of the Finance Committee. The Secretary and Organiser, Mr. A. H. Dawson, 42, Bedford Row, London, W.C.1, will be glad to furnish full details to any of our readers who will apply.

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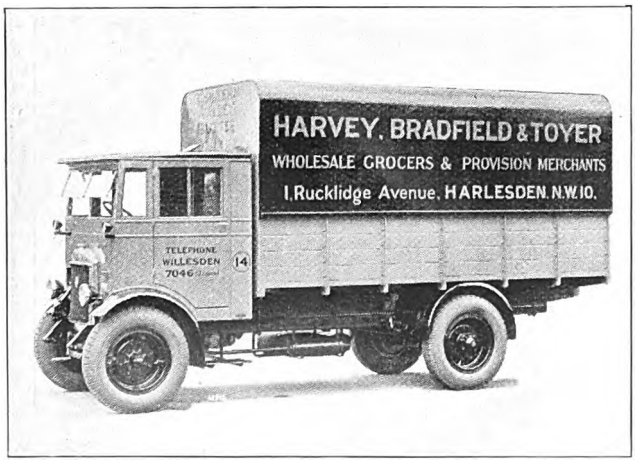
**Motor Hirers and Coach Services Association.**—From August 1st next the offices of the Motor Hirers and Coach Services Association will be transferred to 12, Spring Street, Paddington. The annual general meeting will be held during the Commercial Motor Vehicle Show at Olympia in November next.

**Karrier "Colt" for Coal Transport.**—A smart outfit—a "Colt" coal tipper—has recently been delivered by Karrier Motors, Limited, Karrier Works, Huddersfield, to Mr. G. W. Outhwaite, coal and coke merchant, of

A KARRIER "COLT" FOR COAL TRANSPORT.

Horbury, Yorks. The body, 7 ft. long by 5 ft. wide, has fixed sides 2 ft. 6 in. deep, and carries a ton of coal in each of two compartments divided by a swinging door, which can be removed when required. A telescopic tipping gear—hand operated—is fitted into the front portion of body, and being boarded-in, keeps the gear free from dirt and dust. The top boards, 6 in. deep, are loose, and drop into staples. Colour scheme is striking, the cowl and canopy being bright red, while the body itself is grey. Gold lettering suitably shaded, completes a very effective "ensemble." The "Colt" chassis is perfectly standard and the bodywork was constructed by Chas. Wensley & Sons, of Ings Road, Wakefield.

**A "Dennis" for Groceries.**—Our illustration shows a "Dennis" 30 cwt. forward control chassis, the bodywork of the tilt van being by Clement, Butler & Cross, Ltd.,




A SMART DENNIS 30-CWT. FORWARD CONTROL CHASSIS FOR WELL-KNOWN GROCERS.

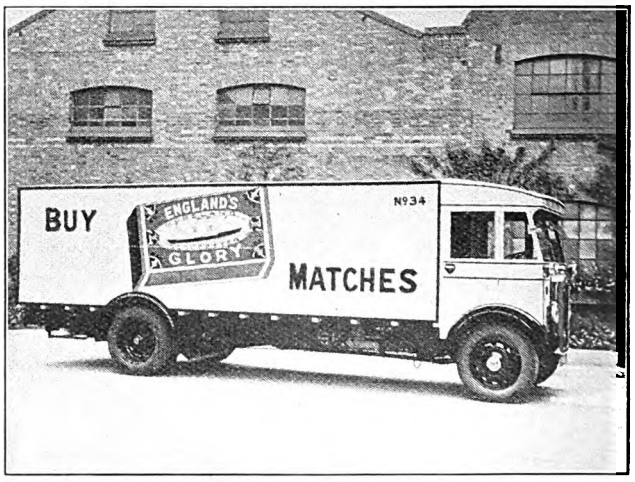
Glenhurst Road, Brentford. This attractive vehicle is the property of Harvey, Bradfield & Toyer, the well-known wholesale grocers of 1, Rucklidge Avenue, London, N.W.10.

**Continued R.A.C. Expansion.** — Another link in the chain of service provided by the R.A.C. has been forged by the opening last month of a new R.A.C. Office at Glasgow. The premises are conveniently situated on the ground floor of the Ocean Building, 190, West George Street, Glasgow (telephone number Douglas 5320, Telegraphic address "Raclubian, Glasgow."), and the office is under the control of Mr. D. H. Stewart. In Scotland the R.A.C. has now two Branch Offices—the other being at Edinburgh.

**An Amalgamation.**—In the interests of economy the "Chromaloid" and the "Chromettic" Chromium Plating Plants are now in the process of being merged into one at the Chromaloid Works, Cricklewood, N.W.2. The combined plants are undergoing many alterations and additions and the new company will be in the position to give better service, quicker delivery and improved quality. It is proposed that the amalgamation shall trade under the name of G. N. Higgs (Chromaloid), Ltd., and a Company of this title is in the course of formation. In the meantime all communications and goods should be addressed to:—G. N. Higgs, "Chromaloid Works," Oaklands Road, Cricklewood, N.W.2.

**F. W. & R. A. New Members.**—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Messrs. I. and J. Ashford, Saxmundham, Suffolk; Messrs. Lawsons, 10, 13-21, Mill Street, Crewe; Mr. P. P. McNally, Bronte Street, Russell Street, Liverpool; Messrs. G. Penn, Ltd., 6, Kirkside Road, London, S.E.3.

**An Attractive Body on Morris-Commercial "Dictator" Chassis.**—The "Dictator" chassis, a product of Morris-Commercial Cars, Ltd., Soho, Birmingham, though built primarily for passenger carrying, is employed by S. J. Moreland & Sons, of Gloucester, for the transport of bulk loads of matches. This van, which we illustrate, shows the "Dictator" 18 feet wheelbase model with forward controls giving a body length of 21 feet. We




S. J. MORELAND & SONS MORRIS-COMMERCIAL "DICTATOR" VAN.

understand that the vehicle is being used with great success between Gloucester, Cardiff and Birmingham, and with its cream body and gigantic matchbox in colours it is proving a good advertisement.

**M.R.S., Ltd. Leeds Offices.** — The Leeds offices of M.R.S., Ltd., the well-known transport contractors, with head offices at Liverpool, have been moved to 237, Kirkstall Road, Leeds, and the telephone number changed to Leeds 38692. Arrangements have been made for the management of the Company's Yorkshire, North Lincolnshire and North East Coast business to be in the hands of Messrs. O.K. Carrier Co. at 237, Kirkstall Road, Leeds.

**Three Months in the United Kingdom. Home Office Concession to Foreign Visitors.**—The Travel Association of Great Britain and Ireland is officially informed that the period after landing during which a foreign visitor may remain in this country without being required to register with or report to the police is now extended from two to three months. The Home Office in making this concession is acting in accordance with recommendations made by the Travel Association. The offices of the Travel Association of Great Britain and Ireland are at Kinnaird House, 1, Pall Mall East, London, S.W.1.

**T.S. Oil-engined Passenger and Goods Chassis.**—In our last number we published an article dealing with various T.S. chassis recently produced by T.S. Motors, Ltd., 5, Iddesleigh House, Caxton Street, Westminster, S.W.1, formerly Tilling-Stevens Motors, Ltd. We have now received two new brochures dealing with the firm's latest oil-engined chassis referred to in our article. These brochures deal with the 26/32-seater low load omnibus

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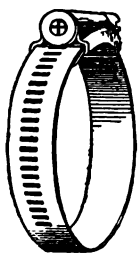
or coach chassis supplied with either 16 ft. or 17 ft. wheelbase and the 4-ton haulage chassis with 12 ft. 8 in. wheelbase supplied with either forward or normal steering. Both machines are equipped with 38/50 b.h.p. high speed diesel oil engines of the Gardner 2.L.2 type. Copies of these brochures may be had on application to the firm.

**"Jubilee" Worm Drive Clips.** — With a "Jubilee" Worm Drive Clip a joint can be made and re-made swiftly and easily. A direct pull is exerted on the steel ribbon by a worm with heavy square cut threads. It cannot be stripped and the clip gives an even pressure. It is easily fitted, and when removing it opens out automatically. It adjusts accurately, even on hose too large or pipe not round, and it can be tightened up again and again—a coin can be used if a screw-driver is not to hand. The clip is made of best quality steel, heavily galvanized, and is therefore non-rustable. It is made in the following standard sizes to fit outside diameter of hose:—Size No. 0—fits ⅝ in. to ⅞ in.; No. 1—fits ⅞ in. to 1½ in.; No. 2—fits 1½ in. to 2⅛ in.; No. 3—fits 2 in. to 2¾ in.; No. 4—fits 2¾ in. to 3¼ in.; and prices range from 10d. to 1s. 6d. each. The clip is suitable for air, oil, water hose, radiator joints, universal joint covers, etc. The manufacturers of Jubilee specialities are L. Robinson & Co., London Chambers, Gillingham, Kent.



THE "JUBILEE" WORM DRIVE CLIP.

**MERSEYSIDE.**

**Cartowners Cups for Horse Parade.**—Liverpool cartowners are expected to support the parade of horses in connection with the Royal Lancashire Show. These competitions are normally part of the Liverpool May Parade of Horses, but owing to the show being held in Liverpool, it was decided to make them a feature of the showground attractions. The horses will be judged on Saturday, August 1st.

**Re-elected.**—Mr. R. V. Edwards has been re-elected Chairman of the Transport Committee of the Liverpool Chamber of Commerce.

**Change in Title.**—P.L.P. Motor Carrying Co. (1923), Ltd., of Liverpool Road, Warrington, has changed its title to P.L.P. Motors, Ltd.

**MANCHESTER.**

**St. Helens Horse and Motor Parade.**—At the annual St. Helens horse parade the main prizewinners were:—Limited Companies' Heavy Horses: 1st, Holman, Michell & Co.; 2nd and 3rd, Greenall, Whitley & Co. Teams: St. Helens Collieries. Shire Horse Medal (Singles): Holman, Michell & Co. Shire Horse Medal (Doubles): St. Helens Collieries. Best Horse (other than Shire Horse Medal winners): Greenall, Whitley & Co. Best Light Horse: Mr. H. Done. Neatest Commercial Motor: 1st and 3rd, Mr. Alf Critchley; 2nd, St. Helens Collieries. Neatest Heavy Motor: 1st, Pilkington Bros.

**Cartage Tender Accepted.** — Manchester Corporation Paving Committee has accepted the tender of Mr. T. Lamb, of Manchester, for the loading and carting of granite chippings.

**Rochdale's Purchases.**—Rochdale Corporation Passenger Transport Committee has decided to purchase twelve more buses. Nine of the new vehicles are to be of the Crossley type and the other three Dennis type. Six of the Crossleys will be fitted with Diesel engines.

**Personal.**—Mr. J. B. Campbell is now the Manager of the Manchester branch of Anglo-Scottish Transports, Ltd., of Glasgow. Mr. R. Wild has been appointed Manager of the Manchester branch of National Road Services of Liverpool.

**NORTH-EAST COAST.**

**Newcastle Traffic Problems.**—Efforts by Newcastle City Council and their police advisers to alleviate some of the traffic problems in the heart of Newcastle met with a partial set-back when the Ministry of Transport held an inquiry in that city into applications for one-way traffic orders for St. Andrew's Street, High Bridge and Pudding Chare thoroughfares. No opposition was offered to the two first schemes, but there was a storm of protest against the Pudding Chare proposal, and the Ministry's Inspector (Lt.-Col. R. H. Tolerton) announced that "he would not feel justified in recommending that an order be made in respect of the Pudding Chare application."

**Tyne to Southend.**—A new summer holiday service has been established by the Tyne-Tees Steam Shipping Co., Ltd., and is already popular. The Company's passenger steamers, "Hadrian" and "Berning," are calling at Southend to land and embark passengers from and to Newcastle on their London journeys, the fares being fixed at popular rates.

**HULL.**

**Proposed Humber Bridge.**—The Bill authorising the construction of a bridge over the River Humber at a point about four miles above Hull has been approved by the Select Committee of the House of Commons. The hearing was a very protracted one, occupying 32 days and extending over a period of two months. This is by no means the end of the fight. It will be resumed with increased vigour by the Humber Conservancy Board, the Aire and Calder Navigation, the London and North Eastern Railway Company, the Urban Council and Chamber of Commerce of Goole, and other interests when it comes before the Committee of the House of Lords.

**SCOTLAND.**

**Pickfords, Ltd., Extend in Glasgow.**—Messrs. Pickfords, Ltd., are extending their transport activities in Scotland and have recently taken over the old-established business of Sloans, Ltd., Edinburgh, and commenced modernising the premises of the latter firm at South Street, and Andrew Street, Edinburgh. The Glasgow branch of Pickfords, Ltd., has obtained a new Leyland "Badger" removal van of 50 cwt. carrying capacity.

**Scottish Traffic Commissioners.**—Among the numerous problems of road passenger transport which the Commissioners in both the Northern and Southern areas of Scotland have had to face during the last month, the most outstanding has been the efforts made by the railway companies to prevent road operators expanding their long distance tours.

**NORTHERN IRELAND.**

**A Substitute for Petrol.**—The Chemical Research Department of the Belfast Gasworks, which are municipally owned, has succeeded, after a considerable time of experiment, in producing a coal tar oil substitute for petrol. The price mentioned for this spirit is fourpence per gallon, and tests have been carried out by the Belfast Omnibus Company with five of their machines which have shown that the spirit is satisfactory in use and gives a mileage of twelve to the gallon. The Belfast Gasworks expect to be able to produce about 500,000 gallons in the year. No inflammable is given off below a temperature of 180 degrees C. It will extinguish a lighted match that may be thrown into it. It is almost black in colour, and has a specific gravity of .936. The spirit, which is creosote washed and purified, is called "tar oil." A B.O.C. bus that has done 15,000 miles on the creosote fuel still shows no need for de-carbonising. As considerable heating of the induction pipe is required when the tar oil is used as fuel, the bus engine equipped for its use has a specially designed inlet and exhaust manifold, cast integrally. In order to provide for the starting of the engine, two carburettors are provided, one a horizontal Solex for the tar oil, the other a vertical one for petrol, which is used for starting purposes. Two accelerator pedals are provided, but when the tar oil one is used, the supply from the petrol carburettor is cut off. Petrol is only used until the exhaust pipe has become sufficiently hot to ensure complete vaporisation of the creosote. The experiments have shown that after a run of fifty yards the petrol supply is not needed. After stopping to pick up or set down passengers, the buses can be driven off on the creosote carburettor. The Belfast Corporation's motor buses are being converted with a view to the use of the new fuel, one bus already fitted having operated with thorough satisfaction.

**Double-Deckers.**—The Belfast Omnibus Company and H. M. S. Catherwood, Ltd., the two principal operators in Northern Ireland, have now introduced double-deck buses on rural routes.

**IRISH FREE STATE.**

**A Good Year for Bus Services in the Irish Free State.**—The present year is turning out to be a very good and satisfactory one for bus services in the Irish Free State, and so far, shows an improvement on 1930 in the matter of passengers traffic and receipts. During the first four months of 1931, the total number of passengers carried on buses in the Free State was 17,446,000, as compared with 15,633,000 during the first four months of 1930, while the receipts during the January-April period, 1931, were £248,285, as against £244,985 during the corresponding months in 1930. The receipts for the month of April alone were £68,866, as compared with £67,199 in April, 1930. A considerably extended mileage was also run by the buses during the first four months of the present year than for the corresponding period in 1930, and headway has been made all round in the operating of buses in the Free State from the very start of the present year.

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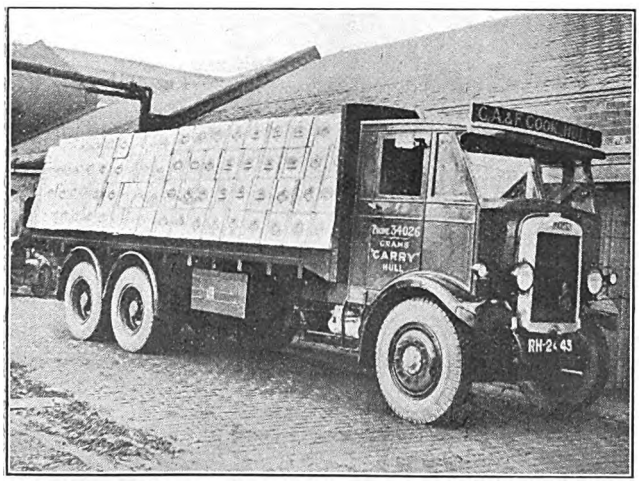
# Motor Notes.

**A Saurer for Fish Transport.**—Mr. F. Cook, of Hull, is the owner of the Saurer 6BLD 6-cylinder 7/8 ton heavy oil lorry shown in the photograph. The vehicle is used solely for the conveyance of fish from the Hull docks to various centres in the North. The vehicle travels a weekly average of about 1,700 miles. It supplies areas with fish which could not be supplied by other forms of transport.

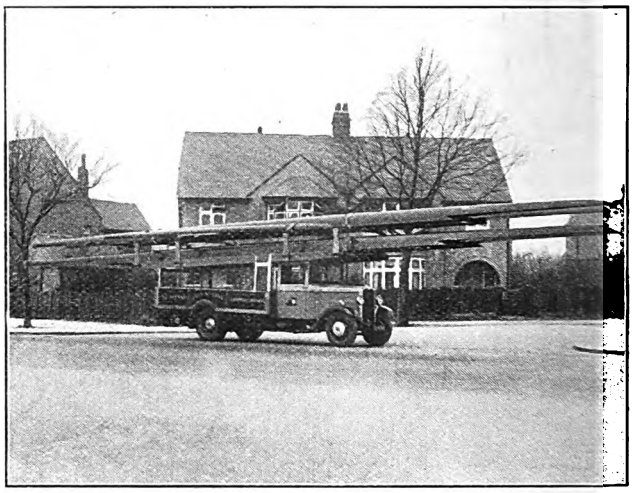
A 7-8 TON SAURER HEAVY OIL LORRY USED FOR FISH TRANSPORT.

**Interesting Leyland Sales.**—We have received three interesting photographs from Leyland Motors, Ltd., showing recent deliveries of their vehicles. One of these we reproduce, it being a "Hippo" 11-ton flat platform lorry owned by C. A. & F. Cook, of Hull. The second is a "Bull" 6-tonner owned by John Eastham & Sons, Ltd., carriers, of Bury, Lancashire. The "Bull" 6-tonner is a four wheeled vehicle. The third delivery is a "Hippo" six wheeler supplied to Mr. A. A. Taylor, of Victoria Garage, Earlstown, Lancashire.




A LEYLAND 11 TON "HIPPO" LORRY.

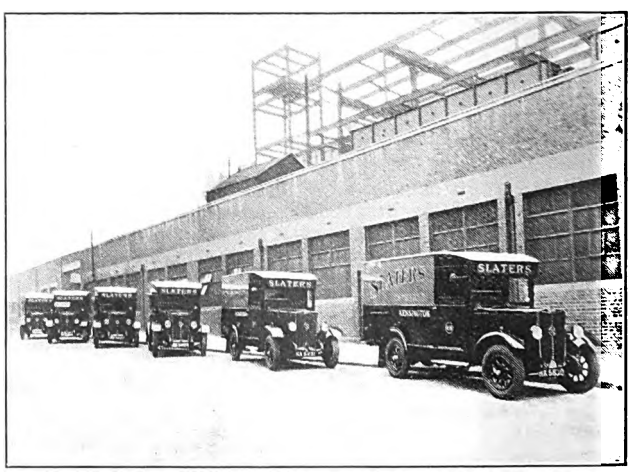
**T.S. Motors—Recent Orders.**—T.S. Motors, Ltd., the well-known commercial motor vehicle manufacturers, of Maidstone, have recently received orders for the following:—T.S. new 6-cylinder coach chassis has been taken by The Southdown Motor Services, Ltd.; Messrs. Alexandra Motor Coaches of Southsea; The Westcliff-on-Sea Motor Services, Ltd.; Messrs. Ardley Bros., of Tottenham; Holmes & Smith, Ltd., Westcliff-on-Sea, and London; Eastern Counties Road Car Co., Ltd., and the West Yorkshire Road Car Co., Ltd. The Derby Corporation have placed a repeat order for "Express" chassis as have also Mr. W. T. Jones of Express Motors, Bryncethin; A. R. Hargreaves, Burslem, Staffs.; B. & E. (Bentinck & Ensign) Motor Services, Doncaster; The Western Transport Co., Ltd., of Wrexham; "Scotts Greys" Luxurious Motor Coaches, Darlington, and The Eastern Counties Road Car Co., Ltd. The Turin Tramways have purchased from T.S. Motors, Ltd., the petrol-electric omnibus and trolley bus which was exhibited at the Scottish Show last year and which created so much attention amongst operators of trolley buses.



MR. H. C. BANHAM'S COMMER "INVADER" TRANSPORTING RACING EIGHTS.

**Boats by Road.**—Mr. Banham, the well-known boat builder of Cambridge, is the owner of the Commer "Invader" chassis shown in the picture. He uses it for the transport of boats to his various customers, those shown on the lorry being racing eights for the Cambridge University boat clubs, being transported from Cambridge to Putney.

**Beans for Caterers.**—Tankard & Smith, Ltd., of 226-232, High Road, Tottenham, N.15, have sent us the accompanying photograph showing a fleet of six "New Era"




"NEW ERA" BEAN VANS FOR SLATERS

Bean vans which they have recently supplied to Slater & Bodega, caterers, of Kensington. The bodies were built and supplied by the North London Engineering Co., Ltd.

**Four Trucks in One.**—The farm utility truck designed and built by Ford Motor Company can be used as a platform lorry without sides and tailboard or as a standard truck with hinged sides and small tailboard. To use it as a farm produce truck the hinged sides, small tailboard, side, front and rear cratches are fitted, and to convert it for use as a cattle truck it is only necessary to use the cratches, hoop sticks and long ramp all of which are included in the equipment. It is thus possible to use the truck, which is listed at £238, ex works, Manchester, with four different and equally useful bodies.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Albt. Morris, 18, Chapel Lane, Wigan, Lancs., motor engineer and haulage contractor. £42/14/0. April 13th.
Robt. Walter Orwin, 56, Ruskin Road, Bull Farm, Mansfield, Notts., haulage contractors and fruiterers. £55/8/11. April 16th.
Benj. Brookes, Sweet Briar, The Walk, Sedgley, Staffs., haulage contractor. £29/10/1. April 15th.
Jno. Grigg, 13, Foster Street, Blakenall, Staffs., haulage contractor. £103/18/5. April 10th.
W. Sheargold, Bell Street, Wolverhampton, master haulier. £27/5/7. April 9th.
F. Lee, 62, Rooley Avenue, Bradford, haulage contractor. £54/15/5. April 14th.
Jas. Hy. Walker, 1, Woodseats House Road, Sheffield, haulage contractor. £94/4/6. February 27th.
Saml. Bendall, St. James Square, Cheltenham, Gloucester, removal contractor. £35/16/3. April 14th.
S. W. Lynch & Sons, 121, North Dingle, Liverpool, haulage contractors. £25/7/0. April 21st.
J. Mears, Boston, haulage contractor. £32/19/3. March 13th.
A. G. Ainge, 135, Fleetwood Road, Willesden, London, N.W., haulier. £95/10/2. April 17th.
Ernest Chas. Cross, 10, Cayley Street, Stepney, London, E., haulage contractor. £58/9/10. April 8th.
Economic Motor Haulage, 18, Harringay Park, Hornsey, London, N., haulage contractors. £34/10/9. April 20th.
E. J. Bolton, Middleton Stoney, Bicester, Oxford, haulage contractor. £25/5/2. April 20th.
Lorry Transport, Ltd., r/o, 40, Boro' High Street, London, S.E., haulage contractors. £27/7/0. March 4th.
W. Ashley (Tdg. as Ashley Bros.), Fisher Road, Coventry, haulage contractor. £36/12/4. April 21st.
— Manderville, 37, Sherlock Street, Birmingham, haulage contractor. £29/17/9. March 9th.
R. W. Harvey, 211, James Reckitts Avenue, Hull, haulage contractor. £29/7/4. April 16th.
Jno. Davies, Henllan House, Cross Hands, Carmarthen, master haulier. £33/2/11. April 10th.
R. Lucas, Valley Road, Langton Matravers, Dorset, haulage contractor. £31/18/3. April 13th.
W. Harris, 182, Southampton Road, Eastleigh, Hants., haulage contractor. £32/16/4. April 24th.
J. Ingleton & Co., Armstrong Gardens, Woolwich Road, Charlton, Kent, haulage contractors. £35/17/8. April 14th.
Thos. Lee, Kingswood Garage, Harrietsham, Kent, haulage contractor. £73/6/4. February 12th.
Wilfred Cecil Rowberry (Tdg. as Larkfield Motor Co.), 3, Larkfield View, Wavertree, Lancs., haulage contractor. £26/12/11. April 22nd.
Geo. Todd, 5, West Street, Bamber Bridge, Lancs., haulage contractor. £75/12/10. April 21st.
F. & E. Beedon, London Road, Far Cotton, Northants., motor van and char-a-banc proprietors. £64/19/4. March 3rd.
J. H. Lilley, 28, Shakespeare Villas, Shakespeare Street, Nottingham, haulage contractor. £31/10/9. April 23rd.
Reliable Transport, Carnarvon Green, Gedling, Notts., haulage contractors. £80/0/0. April 22nd.
W. H. Jones, Hoghatch, Folly Hill, Farnham, Surrey, haulage contractor. £52/11/0. April 17th.
Ronald Jas. Whittaker, 247, Bordesley Green, Birmingham, haulier. £33/19/4. March 18th.
F. & J. A. Ballinger, 14, Jedburgh Street, Wincobank, Yorks., haulage contractors. £37/18/0. April 22nd.
T. H. Thomas, Station Yard, Pencader, Carmarthen, haulage contractor. £37/9/2. April 21st.

# The Gazette.

### The Bankruptcy Acts, 1914 and 1926. Bankruptcy Proceedings.

ROBERT WALTER ORWIN, 5, Portland Avenue, Rainworth, and DOUGLAS ORWIN, 54, Ruskin Road, Bull Farm, Mansfield, formerly trading as Orwin Brothers, 5, Portland Avenue, Rainworth, and 20, Haywood Avenue, Blidworth, all Nottinghamshire, haulage contractors, etc. Receiving order and order of adjudication, April 27th.

PERCY ROBSON, Barmby Moor, formerly Bolton, near Wilberfoss, later Primrose Hill, Fangfoss, all Yorkshire, formerly haulage contractor. Receiving order and order of adjudication, April 28th.

WILLIAM ALFRED LOVELAND, "Eventide," Upper Churchill Road, Parkstone, Dorset, formerly haulage contractor. Receiving order and order of adjudication, May 5th.

SAMUEL BOONHAM, 60, High Street, Mansfield Woodhouse, lately 53, Mansfield Road, Warsop, both Nottinghamshire, lately haulage contractor, etc. Receiving order and order of adjudication, May 9th.

JOHN WILLIAM WILKINSON, "Heathcote," 90 Agbrigg Road, Wakefield, Yorkshire, haulage contractor, etc. Receiving order and order of adjudication, May 6th.

JAMES RICHARD SYKES, 94, New Street, Paddock, Huddersfield, Yorkshire, lately Mark Street, Paddock, Huddersfield, haulage contractor. Receiving order and order of adjudication, May 29th.

BARTHOLOMEW PENNINGTON, Savile Road, Castleford, haulage contractor. Receiving order and order of adjudication, May 28th.

CLIFFORD GLADSTONE MARKHAM, 37, Jesmond Gardens, Holderness Road, Kingston-upon-Hull, haulage contractor. Receiving order and order of adjudication, May 12th. Public examination, June 22nd, at Hull.

### Amended Notice.

JAMES EVANS, RICHARD HATHAWAY, and GEORGE GILBERT ACKERMAN, Neptune Buildings, and Docks Garage, Burry Port, Carmarthenshire, trading as James Evans & Co. (otherwise Hathaway, Ackerman & Evans), haulage contractors, etc. Order of adjudication, March 30th.

### Notices of Intended Dividend.

GEORGE TICKLE ARMSTRONG BROOKHOUSE, motor haulage contractor, 47, Blackett Street, Newcastle-upon-Tyne, 69, Corporation Street, Manchester, 5, Edmund Street, Birmingham, and 16, Water Lane, London, E.C.3, trading as Brookhouse Motor Haulage Service. No. 60 of 1928. Claims to Alan Jared Gray, 10, Neville Street, Newcastle-upon-Tyne.

CATHERINE HODSON, trading as Hardings Road Transport, 76, Beecroft Street, Kingston-upon-Hull, haulage contractor. No. 78 of 1930. Claims to Joseph Edward Danthorpe Stickney, 37, Scale Lane, Hull, Official Receiver.

JOHN WOOLLAM, Marsh Lane Garage, Preston, Lancashire, haulage contractor. No. 5 of 1930. Claims to Harold Parker, 9, Cannon Street, Preston, Official Receiver.

HENRY HOUGH, Bridges Farm, Cross Lane, Marple, Cheshire, carrier. No. 15 of 1930. Claims to Rudolf Kynoch Clark, Byrom Street, Manchester, Official Receiver.

WALTER WEBB, FRANK BLACKBURN, and WILLIAM HENRY PONSFORD, trading as Walter Webb, haulage contractors, etc., 101, Bevois Street, Southampton. No. 17 of 1924. Claims to John Longfellow Wilkinson, Midland Bank Chambers, High Street, Southampton, Official Receiver.

### Notices of Dividend.

CHARLES WILLIAM WALKLATE, 5, Frederick Street, Sandford Hill, Longton, Stoke-on-Trent, haulage contractor. No. 10 of 1930. First and final of 2s. 9¼d. in the £. Payable at the Official Receiver's Office, 12, Lonsdale Street, Stoke-upon-Trent.

WALTER HENRY PRATLEY, Hill Crest, Westfield, Wyke, near Bradford, formerly 60, New Road, Halifax, haulage contractor. No. 17 of 1929. Second and final of 1¾d. in the £. Payable at the Official Receiver's Offices, 12, Duke Street, Bradford.

JAMES SPIRRELL, Woodford House, Pilton, Somerset, haulier. No. 8 of 1921. Supplemental of 2s. 0¾d. in the £. Payable at the Official Receiver's Office, 26, Baldwin Street, Bristol.

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# New Companies.

**British Coastal Freighters, Ltd.** (256,472). — Private company. Registered May 1t6h. Capital £1,500 in £1 shares. Objects: To purchase the steamship "Thetis," to acquire steam and other ships or vessels, and to carry on the business of shipowners, merchants, carriers by land, water and air, wharfingers, etc. The permanent directors are: C. H. E. Chase, C. W. Thomas. Secretary: W. A. J. Smith. Registered office: Bank Chambers, 218, Upper Street, N.1.

**Park Transport Co., Ltd.** (256,531).—Private company. Registered May 18th. Capital £1,000 in £1 shares. Objects: To acquire the business of general transport and haulage contractors, etc., heretofore carried on at Prince of Orange Lane, London Street, Greenwich, as the "Park Transport Co." The permanent directors are: A. Winson (managing director), G. Edwards. Secretary: A. Winson.

**A.A. Motor Services, Ltd.** (16,437). — Registered in Edinburgh on May 19th, as a company limited by guarantee, without share capital. Objects: To acquire the business of motor service vehicle operators now carried on by A.A. Motor Services, of Ayr. The directors are: J. Murchie, R. Watson, J. McIlroy, W. Dodds, J. McAndrew, C. B. Law, R. Tumilty. Secretary: J. Kirkland. Registered office: National Bank Buildings, Saltcoats.

**Richard Butcher's Transport Company, Ltd.** (256,573). Private company. Registered May 20th. Capital £3,000 in £1 shares (2,000 10 per cent. cumulative preference and 1,000 ordinary). Objects: To carry on the business of motor haulage contractors, general carriers, forwarding agents, warehousemen, carmen, etc. The first directors (to number not less than 2 nor more than 5) are: R. Butcher, F. C. Bennett (both permanent). Registered office: 487, Rathgar Road, Loughborough Junction, S.W.9.

**Southend Central, Ltd.** (256,598). — Private company. Registered May 21st. Capital £100 in £1 shares. Objects: To carry on the business of motor omnibus proprietors, to take over the running rights of the "Central" and "Victory" services at present operated by E. J. Fossett and M. C. R. Weston and in respect of which an agreement has been entered into between themselves and the British Motor Trust Co., Ltd. The directors are: A. E. Escott, G. P. Eustace, W. E. Benfield, E. J. Fossett, M. C. R. Weston. The British Motor Trust Co., Ltd., have power to appoint three of the directors. Secretary: W. E. Benfield. Registered office: 34, Victoria Street, Westminster, S.W.1.

**Wharfage & Supplies, Ltd.** (256,603).—Private company. Registered May 21st. Capital £10,000 in £1 shares. Objects: To carry on the business of wharfingers, dock and jetty proprietors, warehousemen, lighter, barge, steamer and ship owners, haulage and cartage contractors, etc. The directors are: H. Ayres, C. E. Ballard. Registered office: 11, Queen Victoria Street, E.C.4.

**South Wales Express Company, Ltd.** (256,599).—Private company. Registered May 21st. Capital £2,000 in £1 shares. Objects: To acquire the business of an omnibus and coach proprietor hitherto carried on by A. T. Morse in South Wales and elsewhere as the "London & South Wales Safety Express." The first directors (to number not less than 2 nor more than 7) are: A. T. Morse, P. D. Sleeman, H. Drewery. Registered office: Regal Travel Bureau, 121, Edgware Road, W.2.

**Partridge & Jupp, Ltd.** (256,629).—Private company. Registered May 22nd. Capital £1,500 in £1 shares. Objects: To carry on the business of garage proprietors, taxi cab, omnibus, cab, fly and other public or private conveyance proprietors, etc. The directors are: W. M. Partridge, W. J. H. Jupp. Registered office: 369, North Circular Road, Neasden, N.W.10.

**All Ways Transport, Ltd.** (256,610).—Private company. Registered May 22nd. Capital £500 in £1 shares. Objects: To carry on the business of transport and haulage brokers and contractors, carriers and transporters by land, water and air of goods, wares and merchandise, freight agents, forwarding agents, packing and removal contractors, garage and depository proprietors, motor engineers, coach builders and painters, etc. The first directors (to number not less than 2 nor more than 3) are: T. E. Beal, J. R. Rayner (both permanent).

**Shoolbred's Depositories, Ltd.** — Shoolbred's Depositories, Limited, was registered as a "private" company on May 22nd, with a nominal capital of £2,500 in £1 shares. The objects are to carry on the business of furniture removers or warehousemen, dealers in works of art, Eastern importers, carpet manufacturers and dealers, ironmongers, braziers, china, glass and earthenware dealers, etc. The directors are: E. B. Haynes, R. R. Nash. The registered office is at Queen's Buildings, 179½, Tottenham Court Road, W.C.1 The file number is 256,634.

**K.C.R. (Road Haulage), Ltd.** (256,654).—Private company. Registered May 26th. Capital £500 in £1 shares. Objects: To carry on the business of general agents, carriers for the transportation of passengers, livestock and goods by land, water and air; haulage, cartage and removal contractors, etc. The first directors are not named.

**Commercial Roadways, Ltd.** (256,647).—Private company. Registered May 26th. Capital £100 in £1 shares. Objects: To carry on the business of haulage, cartage and general transport contractors, carriers of passengers and goods, proprietors and hirers of motor lorries, traction engines, tractors and other haulage vehicles, including pantechnicon and other vans, furniture removers and warehousemen, depository proprietors, etc. The first directors (to number not less than 2 nor more than 5) are: L. A. Knight (permanent managing director), E. J. P. C. Knight.

**Ayrshire Bus Owners (A.1. Service), Ltd.** (16,447).—Registered in Edinburgh on May 27th, as a company limited by guarantee, without share capital. Objects: To acquire the various businesses now carried on as the Ayrshire Bus Owners' Association, and to carry on the business of running omnibuses, motor char-a-bancs, and other vehicles, etc. The first directors are not named.

**Vaughan & Co., Ltd.** (256,740). — Private company. Registered May 28th. Capital £100 in £1 shares. Objects: To carry on the business of forwarding and shipping agents, haulage contractors, carriers and general merchants, manufacturers and repairers of and dealers in automobiles, etc. The directors are: Sarah J. Wilson, Ada Hughes. Registered office: 27, Water Street, Liverpool.

**Aberystwyth Carriers, Ltd.** (256,707). — Private company. Registered May 28th. Capital £1,500 in £1 shares. Objects: To carry on the business of steam vehicle owners, ship and barge owners, lightermen, carriers of passengers and goods, stevedores, wharfingers, steam vehicle, motor car, cab, omnibus and coach proprietors, etc. The directors are: G. H. Liptrot, G. J. Jones. Registered office: The Laundry, Mill Street, Aberystwyth.


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

**Advertisement tariff sent on request.**

**The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.**

**Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.**

**All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."**

**Telegrams:** KARRIWORL, LUD, LONDON. **Telephone:** CENTRAL 6068 (2 lines).


# Our Information Bureau.

**FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.**

**Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.**

## FREE INFORMATION COUPON.

**Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.**

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**JULY, 1931.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 323. AUGUST 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Vehicle Lighting and Road Safety.

THE danger of the dazzling headlight increases in exact proportion to the number of vehicles taking the road. All manner of devices have been and are being tried to reduce the danger but with little or no noticeable result for the better. The time is indeed with us when a really practical move should be made to reduce if not entirely eliminate what is undoubtedly the greatest danger of the road. There can be little doubt as to what that move should be. It can be nothing else but the adequate lighting of our arterial roads. The powerful headlight on the motor vehicle is as anachronistic as now would be links or lanterns carried by pedestrians in the busy thoroughfares of cities. With reasonable care there is little or no danger in the use of headlights on lonely stretches of road. The average motorist in fact prefers to drive with sidelights only if the natural visibility is reasonably good. With the car well under control this can be done with complete safety on thousands upon thousands of miles of roads. It is only on the heavily trafficked roads that the danger is very real in spite of the utmost care and therefore the mileage of arterial roads on which public lighting would be justified would not be so great as to make the cost prohibitive. Furthermore, the electricity distribution scheme now in course of development will simplify matters. On such roads the driver of a car dare not cause his vehicle to be less conspicious than the vehicles of other drivers, with the result that a multitude of headlights leads to confusion and disaster. The danger would be almost entirely eliminated by the substitution of road lighting for car lighting. It is, we imagine, a matter in which the Ministry of Transport should make the first move, in order to bring about the re-adjustment of public lighting regulations, the limitations of which make them quite inadequate for the need of our time. The Ministry of Transport is the one government department which is most concerned with the safety of the roads and therefore is the one to make the first move. The dazzle headlight problem seems to us to be much on a par with the dust and mud nuisance of the past and its solution lies in exactly the same direction. In this journal, some years ago, we ridiculed the efforts of certain representative bodies of motorists who attempted to encourage the design of vehicles which would not raise dust, and of fittings to be carried on vehicles to prevent mud splashing. Obviously it was the roads that needed attention and not the vehicles. In exactly the same way the dazzle headlight nuisance can only be removed or mitigated by the provision of adequate road lighting. It is the one and only solution of the problem and the sooner the necessary machinery to bring about so desirable a road improvement is put in motion the better. Another matter which should be much more universal practice than it is which would add greatly to the safety of the road is that of whitening kerbs. It is inexpensive and, as a guide to motorists, the white kerb is of infinitely greater value than the white line, which latter, though no doubt of great assistance in the day time, is not of half so much value at night. There are thousands of miles of road on which the colour of the carriageway and that of the verges blend so harmoniously together in the light of the motor lamps that it is difficult for the motorist to know whether he is close to the verge or a couple of yards away from it. The difficulties and danger of such blind driving are obvious. The whitened kerb is the remedy for this or in the absence of a kerb a substitute could easily be adopted.

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## Charing Cross Bridge Fiasco.

The scheme for removing Charing Cross Railway Station to the south side of the river is dead, killed by the Government, which a short time back professed to attach the greatest importance to the proposal. Mr. Herbert Morrison, the Minister of Transport, in announcing the decision of the Government not to renew the offer of a 75 per cent. grant from the Road Fund towards the cost of the Bridge, gave as the reason that after having most carefully reviewed the position in the light of all the circumstances of the case, including the present serious economical situation, the Government had come to the decision above recorded. We do not think there will be many tears shed over the death of the project and we hope the last has been heard of any proposals of such a retrograde character. In these days business men are urging upon those in authority the need for increased facilities in every direction and the removal of the railway station to the south side of the river would have the certain result of reducing travel facilities for the many thousands who make Charing Cross their terminus and who would have to find some other means of crossing the river if the scheme had gone through. If it is necessary to provide another road for traffic from the south side to the north then the suggestions made for a road bridge alongside the railway bridge should have due consideration. We, however, are not satisfied that there is the need for another bridge. Sir Arthur Stanley, President of the Institute of Transport, who in his position as Treasurer of St. Thomas' Hospital lives on Westminster Bridge for a large part of the year, stated as his considered opinion that there was no bridge problem and that the present bridges were equal to the traffic requirements. A great deal of valuable time and money has been spent in considering schemes and taking Parliamentary action since the Royal Commission on Thames Bridges was appointed in 1926. There is no doubt that opposition to the scheme has been growing, particularly in the important district for which Charing Cross is the natural terminus. We can only hope that the Southern Railway Company will now be allowed to make whatever improvements are necessary in strengthening the bridge and improving the station in order to bring it up to date and make it the important terminus it should be.

## Transport Education.

In our last issue we wrote something about the work of the Institute of Transport in connection with technical education for transport men. We are glad, therefore, to be able to draw attention in this issue to the new syllabuses for examinations to be held in April, 1932, for those seeking Membership of the Institute of Transport, either in the Graduate or Associate Membership Section. The syllabuses set forth all the information required by candidates who desire to take part in the examinations, and all who are ambitious to improve their positions should take steps to prepare for the examinations and thus fit themselves for more important work. In this issue also there is an advertisement of the new session of the City of Birmingham Commercial College (Department of Transport). This College has made a special feature of technical transport education and its classes of lectures should be of very great value to young transport men in the Midlands. We heartily commend the work of the Institute of Transport and all Universities who are helping in this important work, not only to young transport men, but also to those who have spent a lifetime in transport and who are anxious to help the members of their staffs to fit themselves for more responsibility and better service.

## The Prince at the Royal.

Photo] [World's Carriers.

H.R.H. THE PRINCE OF WALES INSPECTS THE EAGLE ENGINEERING CO.'S EXHIBITS AND IS SEEN TALKING TO MR. R. G. PALMER, MANAGING DIRECTOR.

## Personal Notes.

**Mr. Ashton Davies, M.B.E.**—It is announced in another part of this issue that Mr. Ashton Davies, M.B.E., General Superintendent (Passenger Commercial), London, Midland and Scottish Railway, has been appointed Passenger Manager and will be in charge of the Company's reorganised Commercial Department when this has been completed in October next. Mr. Ashton Davies joined the Lancashire and Yorkshire Railway Company in 1890 in the Telegraph Department, being transferred later to the Passenger Superintendent's office and subsequently he became Personal Assistant to the Passenger Superintendent. He held this position during the term of office of four superintendents, and in 1919 he was appointed Superintendent of the Line, and on the amalgamation of the London and North Western and Lancashire and Yorkshire Railways in 1922 he became Divisional General Superintendent, Northern Division, London and North Western Railway. As from January 1st, 1923, on the formation of the L.M.S.R. Mr. Ashton Davies held the position of General Superintendent, Western Division. In January, 1924, he was appointed General Superintendent (freight services), and in August, 1924, he was appointed General Superintendent (passenger commercial).

MR. ASHTON DAVIES, M.B.E.

**L.N.E.R. Appointments.** — The L.N.E.R. officially announce that the following appointments have been made with effect from October 1st:—Mr. L. Ballan, Assistant to Superintendent (Trains), North Eastern Area, to be District Superintendent, Sunderland, in succession to Mr. R. P. Lewis, who is retiring from the service on grounds of ill health at 30th September next. Mr. H. G. Sayers, to be Assistant District Superintendent, Sunderland. Mr. H. Arnott, Assistant District Superintendent, Hull, to be Assistant to Superintendent (Trains), North Eastern Area.

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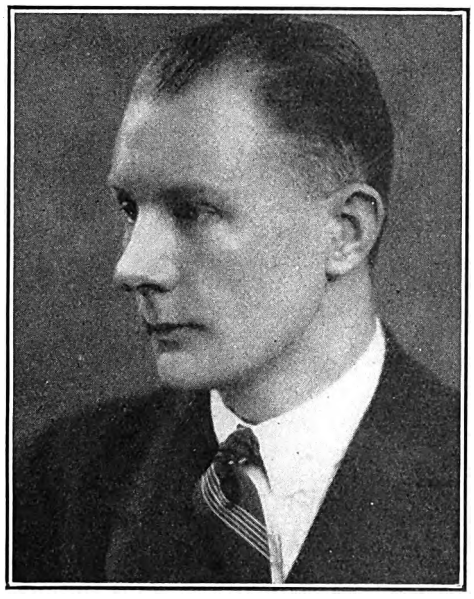
**L.M.S.R. Appointments.**—The following appointments have been approved by the Directors of the London, Midland and Scottish Railway:—Chief Goods Manager's Department: Mr. M. Hewitt, Goods Agent, Leicester, to be Goods Agent, Broad Street. Mr. H. J. Bloxham, Goods Agent, Hinckley, to be Goods Agent, Leicester. Mr. C. Nixon, Goods Agent, Commercial Road, to be Goods Agent, Camden. Mr. A. W. G. Collins, Goods Agent, Bow and Old Ford, to be Goods Agent, Willesden.

**General Sales Manager—Armstrong-Saurer Commercial Vehicles, Ltd.** — Mr. W. A. Smith, A.M.I.Mech.E., F.Inst.F., F.Inst.P.I., has been appointed General Sales Manager of Armstrong-Saurer Commercial Vehicles, Ltd. Mr. Smith was formerly Managing Director and General Manager of Pneumatic Conveyance and Extraction (1929), Ltd. He was with His Majesty's forces during the war,



MR. W. A. SMITH.

his service extending over a period of five years. After the war Mr. Smith joined the Lea Recorder Co., of Manchester, and later was responsible for the inception of Smith and Yates, consulting engineers, of Manchester. The sales department of Armstrong-Saurer Commercial Vehicles, Ltd., is now at Broadway Buildings, Westminster, London, S.W.1. The service department remains at Augustus Street, Albany Street, London, N.W.1.

**Appointments at Leyland Motors, Ltd.**—We are very interested to learn of the appointment of Mr. M. R. Pease as Sales Manager of Leyland Motors, Limited, to fill the vacancy caused by the death of Mr. A. W. Windsor. Mr. Pease has been connected with Leyland since leaving the Army after the war. He first joined the Company as Production Manager, but for the past ten years he has held the position of Service Manager and, as such, was well-known throughout the trade. Mr. Pease will be succeeded as Service Manager by Mr. G. Finch who has also been with Leyland Motors over ten years.

**Mr. R. H. Comley appointed Sales Executive Secretary of Avon India Rubber Company, Ltd.**—The Avon India Rubber Company, Ltd., of Melksham, Wilts., announce that Mr. R. H. Comley has been appointed Sales Executive Secretary. Mr. Comley started his business career in 1906 with the old Sirdar Rubber Co., Ltd., of Bradford-on-Avon which company, early in 1915, was taken over by the Avon India Rubber Co., Ltd., to which Company Mr. Comley's services were transferred. The Great War was then being waged and Mr. Comley served with the Northumberland Fusiliers. In 1919 he became Manager of the Avon depot in Newcastle and in 1923 several of the Company's West of England depots came under his managership. Later Mr. Comley became Sales Manager of the Avon Company's Tyre Department and subsequently Assistant General Sales Manager. As Sales Executive Secretary Mr. Comley now becomes Head of the Sales organisation of the Avon India Rubber Co., Ltd.

**Singer's New Sales Manager.**—Mr. Richard Hungerford, well-known in motoring circles as the former Assistant Sales Manager in control of Vauxhall sales at General Motors, Ltd., and who previously officiated in a like capacity for a considerable period at Vauxhall Motors, Ltd., Luton, has been appointed Sales Manager of Singer & Co., Ltd., of Coventry. It is understood that Mr Hungerford, when giving effect to his plans for the promotion of Singer interests, proposes to avoid revolutionary methods of trade development and to endeavour to stabilise the existing organisation by establishing and putting into practice a policy of sustained co-operative effort.

**Tees Appointment.** — The Minister of Transport has appointed Mr. R. Wilkinson, District Secretary of the Transporters' General Union, to represent him on the Tees Conservancy Commission in succession to the late Sir Hugh Bell.

**Belfast Transport Appointment.**—At a special meeting of the Tramways Committee of the Belfast Corporation it was decided to recommend the appointment of Major McCready, of Belfast, as the new tramways chief in succession to Mr. W. Chamberlain who is now Chairman of the Traffic Commissioners for the North Western Area.

MR. M. R. PEASE.

MR. R. H. COMLEY.

MR. RICHARD HUNGERFORD.

**Inquiry into Traffic Congestion.**—Manchester Corporation has appointed a special committee to inquire into traffic congestion in the city and a scheme for one-way traffic around Whitworth Street and the Central Fire Station.

**New "Austin" Garage.** — The premises in College Avenue, Newcastle, formerly owned by Messrs. Cawthorn, Ltd., have been acquired by Messrs. Murray & Charleton, Ltd., the Northern Austin distributors. They comprise 1,033 square yards.

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# The "Pivot Section" of Large Traffic Areas.

(Specially Contributed.)

THE traffic area or zone of provincial towns and cities in Britain rarely extends to a distance of more than four or five miles and census figures obtained from various parts of the country show that as a general rule, and with few exceptions, there is a decided falling off in the tonnage per hour carried along roads outside the three mile radius. The density of vehicular traffic between the three and five mile radii is exceedingly light even during the busy hours of the day. It is within the interior parts of these traffic areas we must look for congestion and high density averages. There is one particular part which might be conveniently termed the "pivot" section, on the streets of which traffic attains its peak loads. The "pivot" section of a city generally embraces the principal commercial, shopping, and business quarters. When compared with the whole area it really occupies a surprisingly small space. If a ring having a radius of about half-a-mile was drawn on the street map of any large town, taking as the centre either the G.P.O. or the Royal Exchange, it would encompass the "pivot" section. Furthermore, if a series of observations on the general traffic movement were carried out systematically at various distances beyond the pivot section, as well as within it, the results would reveal a condition of vehicular motion along the streets which could be identified with conditions prevailing in any traffic area in the provinces. The only exception is the London traffic area.

There is another interesting feature relating to the "pivot" section. If we trace back the development of our large commercial and industrial centres, we shall find that over a given period of years the "pivot" section has gradually moved away from its former centres of activity. A close investigation of the subject leads one to look upon this nerve centre of the general traffic movement as being constant in one place for a comparatively short space of time. Probably from ten to fifteen years. In the early stages the transitional tendency is not easily detected, but once on the way the signs become unmistakably clear. The setting up of new industries, increasing population, and many other causes contribute to the forward trend of things. Town planning schemes have in themselves wrought tremendous changes exercising a pronounced influence over the conditions in the "pivot" section. It is now nearly twenty-two years since the first Town Planning Act was placed on the statute book in this country, and during the first four years the effects of the Act were most marked. By the end of 1913 there had been prepared and adopted no less than 33 schemes by 27 local authorities involving a total area of more than 50,000 acres, or over 78 square miles. During the war period building operations were brought to a standstill, but in the post-war years the work was pursued with accelerating rapidity while the demand for new houses was unprecedented. Every town in the country provides striking testimony to the amazing progress made in this direction. The green fields of a few years ago are now thickly populated suburban zones—embryonic traffic areas heralding future density increases in the "pivot" section of the larger traffic area. The larger towns and cities provide striking examples of what is taking place. Take the case of Liverpool and Glasgow. The former is rapidly extending northwards while the latter evinces a definite expansion in the west. These changes have been most marked during the past ten years and have considerable bearing on the respective traffic situations. Further they have a very pronounced effect upon the conditions on the streets in the pivot section.

A scientific investigation of the general traffic movement throughout these large traffic areas shows that the numerical preponderance of vehicles is intensified at an increasing ratio at every stage inwards resulting in a diminution of the mean effective traffic speed, the latter decreasing at a disproportionate rate. This process of intensification, and diminution of speed, culminates at a few points in the "pivot" section which is literally the nerve centre of the whole traffic movement.

The problematical conditions within the "pivot" section really constitute the much used phrase—the traffic problem.

In recent times, more particularly since the advent of road motor transport the traffic problem has jumped to the forefront, and many appear to regard the widening of roads as being the most effective remedy. There is no doubt that this is true in many cases, and there is ample room for improvement. But is the vital need of the moment the constructing of wide arterial roads and speedways in the open country? At the most they are simply connecting routes linking up, but not penetrating into the congested traffic areas. Where road space is most needed, not only for the present but at future times, is in the "pivot" section. Of course it would be futile to suggest an attempt at widening streets by pulling down costly buildings of comparatively recent construction, but in view of the fact that the tendency is for the "pivot" section to recede in one direction or another from its present position, those responsible for the planning of roads and streets should take this into account.

Housing schemes in course of erection at the present time in different parts of the country seem to denote a lack of vision on the part of the authorities concerned in regard to the traffic needs of the future. Thirty foot roads hemmed in on both sides with houses, shops, etc., are still being constructed, and yet, in another ten or twenty years there is every possibility that they will be main traffic centres.

When we consider the growth of vehicular traffic during the last quinquennial period, and the tendency for voluminous increases in the future the need for width as regards thoroughfares in the traffic area needs no emphasising. A point which is often lost sight of is that any general increase in numerical preponderance must result in a corresponding rise in the number of vehicles parking at the side of the street. And as far as housing schemes are concerned, the practice of delivering goods for domestic use by motor van is resorted to more and more as time goes on which means that parking cannot be avoided. Now on a thirty foot road there is not sufficient space to accommodate two lines of stationary traffic and at the same time offer adequate facilities to vehicles on the move. This is a very important matter. Any road or thoroughfare, along which the parking of commercial and private vehicles is bound to be a frequent occurrence, should be at least forty feet wide, even though it is not a main through thoroughfare. In designing roads it should always be remembered that the general traffic movement throughout the traffic area is retarded or facilitated according to the limitations imposed by the geometrical formation of the street surfaces over which it operates.

**New "United" Bus Garage.**—The new garage of United Automobile Services, Ltd., at the junction of Jesmond Road and Portland Terrace, Newcastle, which will house 150 buses and has an imposing Grecian pillared frontage, is now rapidly approaching completion.

**A Big Order for Morris Commercials.**—The L. & N.E. Railway Co. have placed an order with Messrs. Stewart & Ardern, Ltd, the Sole London Distributors, for 32 one-ton Morris-Commercial Chassis, fitted with special "ESandAY" Parcel Delivery Van Bodies.

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# Transport and Education.

## Recent Developments.

*(Specially Contributed.)*

In past generations transport knowledge was gained in the hard school of experience—a very admirable school whose lessons are not easily forgotten but whose fees are rather high. Our experience, however, must be somewhat limited and is becoming rapidly more and more so. In these days of specialisation the opportunity for obtaining experience in more than a very few small branches of life comes only to the highly favoured (and we all know how small is the number in that class). The man who only has what knowledge he has acquired in the school of experience, therefore, tends to have a very restricted and narrow outlook which is neither good for his own mental development nor for the work upon which he is engaged. The only alternative known to us at present is to learn from books and oral teaching, or in other words to learn from the past experience of others which has been duly recorded for the purpose. This "theoretical" learning (which is after all nothing more than learning from other peoples' mistakes instead of from our own) is imparted by schools, colleges and universities throughout the kingdom. We have only recently begun to develop the theoretical form of learning on the vocational side and we are still only feeling our way.

Few people realise the importance of transport among the vocations nor its importance in present-day economy. It is only necessary to read the economic history of any of the Great Powers or of our own Empire during the last century and a half to see what influence the speeding up of communications has had in improving the standard of living and in altering our methods of production and ways of life. At the present day, or rather at the taking of the last census in 1921 about one person out of every twelve of the occupied population of England and Wales was engaged in "Transport and communications."

Transport should, therefore, be one of the first vocations for which vocational education is provided. There are, however, as yet very few educational institutions providing instruction in transport subjects on an organised basis. The London School of Economics has, it is true, provided courses in transport subjects for the staffs of the railway companies. Certain of the provincial universities have also, at the request of the railway companies provided occasional courses in railway subjects, but there has been no organised transport education apart from the railways. Since 1918 there has been a steadily growing demand for this facility. The Institute of Transport was formed very largely for the purpose of encouraging it. The Institute at first intended to provide the required education itself but soon came to the conclusion that the better way would be to encourage the educational institutions throughout the country to undertake the work. The Institute has therefore contented itself with drawing up syllabuses for examinations on the results of which the members of the staffs of transport undertakings are admitted to the various grades of membership of the Institute. Regular meetings and lectures are, of course, held by various branches of the Institute throughout the winter months, but these are not strictly in the nature of a continuous and organised course for educational purposes.

There are signs that education in transport has now become established thanks largely to the efforts of the Institute. Considerable interest has been shown in the Midlands where the City of Birmingham Commercial College is developing a transport department. A strong advisory committee composed of the leading men in all forms of transport has been formed and is functioning well. A full time lecturer was appointed some time ago and a number of courses on transport subjects conducted during last winter session. Students attend from all over the Midlands, some travelling as much as 40 or 50 miles for the purpose.

Until now one side of transport education has been almost entirely neglected. The transport industry is important because *all* industries have to make use of its services to a very considerable extent. It is just as important for the users to understand something about what they are using as it is for those who are providing the service to know what they are providing. In industry it has become the practice to hand over the management of the despatch or transport of goods to a specialised department or to a forwarding agent. It is these people for whom special educational facilities are needed, but have not so far been provided. They need to study the subject from a rather different angle than the operators, but they need to study it just the same.

The Midlands are alive to this aspect of the problem which is most acute in that area, and the City of Birmingham Commercial College has arranged a special diploma course in Industrial Traffic Management. The course will extend over three years at the end of which time those who have satisfactorily completed it will be awarded a diploma. Those who are unable to take the full course will be allowed to take individual subjects but will not obtain any certificate.

It can, therefore, be said that amid all the discussion that is taking place on educational matters transport is not being entirely forgotten although we do not hear much about that side of the question.

# Institute of Transport.

## Council 1931-1932.

The following gentlemen constitute the Council of the Institute of Transport for the year 1931-1932:—

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Frank Pick.

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Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B.
Sir Joseph Nall, D.S.O., T.D., D.L.
Roger T. Smith.
Sir Josiah C. Stamp, G.B.E.
The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.

**Vice-Presidents:**
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R. Bell, C.B.E.
J. H. Follows, C.B.E., M.V.O.
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G. R. Newcombe.
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F. Warriner, M.B.E.
G. H. Wheeler, M.B.E.

**Representatives of Local Sections:**

| | |
|---|---|
| Manchester-Liverpool and District: | R. C. Lorimer and R. W. Royle. |
| Birmingham and District: | O. C. Power and Sir Herbert Austin, K.B.E. |
| Newcastle-on-Tyne and District: | E. F. Wilkinson and R. Aughton. |
| Leeds and District: | E. B. Hutchinson and A. Brown. |
| Bristol and District: | H. R. Griffiths, O.B.E., and D. Ross-Johnson, C.B.E. |
| Scottish: | L. Mackinnon and A. H. Roberts, O.B.E. |

**Representatives of Centres Abroad:**
South Africa: J. R. More.
Argentine: C. A. Roberts and M. F. Ryan.
Hon. Treasurer: Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B.
Hon. Librarian: W. V. Wood.
Hon. Solicitors: Messrs. Joynson Hicks and Company.
Secretary: A. Winter Gray.

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# Organise Nationally.

A MEETING, convened by the Society of Motor Manufacturers and Traders, was held in London last month, to which various Associations whose members are interested in the operation of public service vehicles were invited to send delegates. The meeting was called to discuss the formation of a National body to guard the interests of the operators of passenger transport.

The desirability, indeed the necessity, for giving birth to such an organisation is, in our opinion, beyond question. Can such a body be formed and made to function satisfactorily? Undoubtedly it can if operators throughout the length and breadth of the land can be made to realise that the livelihood of one and all will soon depend upon the fight which a well organised National body can put up when other influences are at work with the object of handicapping, crippling, nay, to wipe out of existence road passenger facilities which the public need.

At the beginning of this year, about the time when the Traffic Commissioners were getting into the saddle, the Motor Hirers and Coach Services Association made great efforts to form a National Council for the industry. The attempt failed simply because local associations could not or would not see that legislation, passed in order to control the industry, was being administered on a National basis, and that only a voice which could speak for the operators throughout the country had any chance of being heard in opposition to proposed Orders and Regulations which might damage the industry.

To have in existence a National body ready at a moment of crisis to function effectively in the interests of operators as a whole, does not mean that local associations affiliated to the national body would lose their individual identity. Local associations would continue to deal with local problems, although, in view of the trend of recent legislation, we do not know that there are now any local problems apart from the question of the provision of parking places. The difficulties with which operators are now faced are national not parochial.

It is not easy to enumerate the many important steps that can be taken and no doubt successfully, by a National body pursuing a policy which has the combined support of all operators, but we do know some of the things that have been achieved by the Motor Hirers and Coach Services Association whilst playing an almost lone hand. The Association has obtained many important concessions in regard to the numerous Orders and Regulations the Minister of Transport has made under the Road Traffic Act, concessions which have benefited operators throughout the land, and we do not hesitate to say that the Association could have done much more if only its leaders could have pointed to the fact that it was a body representing *all* public service vehicle operators. The industry is indeed fortunate that despite a very heavy drain upon its finances in fighting for the bread and butter of the operators, the Motor Hirers and Coach Services Association is to-day more virile than ever. So far as we are aware this Association is the only one trying to protect the rights of motor coach owners in connection with the London Passenger Transport Bill against which they have lodged a petition. We cannot help wondering whether the provisions of this Bill, which may prove to be the seed of a vast scheme of transport nationalisation, are fully appreciated by operators as a whole. Perhaps the word "London" in the title has somewhat disarmed them.

With the exception of London, where operators have their own problems to fight out, it may be that, apart from the expense and trouble involved, operators are not too dissatisfied with the results of applications for licences made to the various Traffic Commissioners, but the Traffic Courts have been functioning up till now with the eyes of the travelling public focussed keenly upon them. That watchfulness may be relaxed as soon as coach patrons feel satisfied that the services they need are being supplied—if that should prove to be the case operators may find that when they next apply to the Commissioners for licences opposition against their being granted may be more intense and more successful.

Under the Road Traffic Act a road service licence cannot continue in force for a period exceeding twelve months, and in exercising their discretion to grant or refuse an application for a fresh licence the Traffic Commissioners are required to take into consideration any representations which may be made by persons who are already providing transport facilities along or near to any part of a proposed route.

Much valuable time has been lost already, but a National body set up immediately and to which all associations of public service vehicle operators become affiliated, can and will, undoubtedly, accomplish much. For instance, urgent problems which await handling by a completely representative National body include stabilisation of fares; testing the *locus standi* of the railways as objectors to the granting of licences; to arrange that conditions, etc., imposed shall have the same interpretation in all areas; effecting closer co-operation and co-ordination of services. These are but a few of the items demanding National attention.

A further meeting to consider the question of the formation of a National body is to be held in London shortly, and we can but hope that the efforts being made will be crowned with success. They will be, if operators remind themselves that under the Road Traffic Act the Minister of Transport is given wide powers and can, and no doubt will, do things in the way that seems to him best, whereas, there is no reason why he should not be asked to do them in the way most acceptable to operators and as expressed to the Minister by a national body speaking for the whole of the operators in the country.

Each operator has to choose, and now.

# New Safety Petrol.

ON July 14th a very interesting demonstration of the safety petrol "Fenier" took place at Croydon Aerodrome. In charge of the demonstration was Mons. H. Bardel, Chief Engineer of the Air Union, who had come over from Paris, assisted by Mr. Bamford, of the London Branch.

After giving a short account of the properties of this petrol, which has a flash point of 40° Centigrade and a density of 780 grammes per litre at 15°C., M. Bardel proceeded to show that it was practically impossible to ignite this petrol in its normal state. Pieces of metal, heated to a red heat in a hand forge, were thrown into a bucket of safety petrol, but with no effect. Sparks from a magneto were passed at the surface of the petrol, again with no result, and a cloth soaked in ordinary petrol was set alight and placed in the bucket but was put out by the safety petrol.

M. Bardel then explained the modifications which had been made to the Air Union freight aeroplane. The carburetter has been fitted with a small injection pump which works in parallel with the throttle control; whilst a special hotspot in the exhaust system has been made to heat the air supply. As the fuel is only slightly volatile, it cannot be introduced into the cylinders in a gaseous state, but only as a diffused mist which the compression of the pistons instantly vaporises. The combustion leaves no residue in the exhaust nor in the cylinders.

At the beginning of May last eight return trips, London-Paris-London, with full loads of freight, were made on an aeroplane fitted with two 260 h.p. Salmson water-cooled engines. The engines were started on ordinary petrol, then changed over to the safety petrol, and any excess ordinary petrol was discarded before the beginning of the flight. This machine was on view at the demonstration and took the air afterwards.

The advantages of this special petrol over ordinary petrol, in addition to its safety properties, are that it gives more miles per gallon, it produces the same power and can be produced much cheaper; whilst it is only very slightly heavier than ordinary petrol.

To show that it is also suitable for motor cars, M. Bardel fitted up a Renault motor car with the safety petrol; then, in spite of the fact that the carburetter was adjusted for ordinary petrol, the motor soon started up, using the electric starter, and was then driven round the buildings.

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# Progress of Road Transport in Agriculture.

Transport is the pivot upon which successful agriculture turns in every part of the world. In this country the development of road transport in the industry has been phenomenal: indeed, it is true to say that the internal combustion engine in the car, lorry and tractor has revolutionised agricultural practice. On the purely transport side the work is divided between farmers themselves and various contractors and general carriers. Much agricultural produce is carried by rail but delivery to and from the actual farms must, of course, be made by road. The railway companies have done much towards meeting the needs of country people and new lorry delivery services are being continually opened. The Great Western Railway is very active in the West where the produce of the farms is of a mixed character and continuous in supply. In this district it does not pay many farmers to own a large lorry themselves, but taken in the aggregate the railways and motor transport contractors find more scope for general carrying than they do, say, in the eastern counties where large crops of one variety calls for transport services which many farmers prefer to conduct themselves.

The extent to which farmers do their own hauling depends upon the nature of the produce which in turn depends upon the part of the country with which we may be concerned. In the West the light lorry (25 cwt. or 30 cwt.) is the more popular as it is handy and reasonably cheap for general running about. In this area heavier work finds its way into the hands of the owner of big lorries such as road contractors and the railways. Some farmers own large heavier vehicles but on the whole it is found more profitable to hire. In the eastern counties farmers do more of their own hauling with big lorries, as the crops there are more specialised, using the smaller lorry for running about with light loads. Still much work is available for contractors and the railways, especially in dealing with the sugar beet and potato crops.

The introduction of sugar beet growing in most parts of this country has done much to stimulate the use of road transport, not only as a means for conveying the crop direct to the factory, but in conveying to the railway station. In this matter the railways have been active and provide vehicles for hauling the crop from farm to station at competitive rates.

Fruit and vegetable growing, which has made such enormous strides during the past ten years, calls for a great amount of what might be described as new transport. The railways come in for much of this and use their own lorries for collecting and delivering, but the grower is an important user of motor vehicles himself and recently there has come into being a new system of delivering produce direct from the grower to the retailer.

In no branch of farming has motor transport done so well as in the carrying of livestock. By the use of the rack-sided lorry equipped with a suitable tail-board which provides the means for loading up the stock where proper loading pens do not exist on the holding, the farmer is able to load up his animals and convey them either to the local market or to the buyer direct. Except on large farms the 30 cwt. or 40 cwt. lorry is found to be the most useful for this purpose.

The advantages of transporting livestock by road are many, the most important perhaps being the elimination of fatigue in animals arriving at market. Then the costs are less than by the old-fashioned method of walking them and there is less risk of loss or injury on the road.

Generally the farmer conveys his stock to market in his own vehicle, although haulage contractors sometimes do this, but apart from stock bought in the market to go back on the farms, animals are dealt with after they leave the market by contractors, including the railways. Quite a good business has grown up in the livestock raising areas, especially in Scotland and the North of England, among contractors in conveying animals from markets to the buyers destination. Heavy loads of pigs, sheep and cattle are often conveyed by this means, four ton lorries being mostly used for the purpose. In the sheep districts, too, the lorry is becoming very popular for transportation purposes and contractors in many parts provide valuable services for farmers in this respect often doing long journeys. Of course, some of this business is obtained at the expense of the railways, but much of it is concerned with extra service; that it to say, service that in the old days was not done by conveyance.

The above applies to commercial livestock. In the conveyance of pedigree cattle to shows, horses to race meetings and hounds and hunters to fox-hunting meets great developments have been made in the construction of body-work which enables the animals to be transported comfortably and to arrive at their destination quite fresh. Recently the small horse box has come into being and it is safe to say that before long every important breeder who does not have his work done by contract will own one, and the trailer horse box or cattle truck appears to meet with a fair amount of favour, too.

Undoubtedly the future of British farming will turn on transport. Better marketing methods are being devised as a result of the existence of improved transport facilities and as these methods develop the demands of transport will increase.

## Private Cars for Business Use.

The Automobile Association state that two cases at Cardiff defended by the A.A. where two motorists were charged with using their private cars for the conveyance of goods without having paid the higher tax applicable to goods carrying vehicles, raise a point of wide interest to all motor owners. (Brief reference is made to these cases in another part of this issue, Editor.)

It was contended by the A.A. solicitor that no offence was committed because, according to the Act of Parliament it was only when a motor vehicle is constructed or adapted in such a way as to bring it into the class of goods carrying vehicles that the higher rate of duty became payable. The Cardiff Stipendiary held that the offence was proved and imposed fines in each case.

The effect of this decision, if correct, is that it is an offence to carry parcels or even small articles in a private car, and in view of the serious importance of the matter to the general body of motorists The Automobile Association is appealing to the High Court on the ground that the decision is wrong in law.

## Road Traffic (Amendment) Act, 1931.

The Road Traffic (Amendment) Act, 1931, which has received the Royal Assent, repeals sub-section (3) of Section 61 of the Road Traffic Act, 1930, which provided that certain motor vehicles, such as lorries and vans, if used or allowed to be used without reward for carrying eight or more passengers, should be treated as contract carriages (i.e., a class of public service vehicle).

The effect of this amendment is that any vehicle conveying passengers, no matter for what purpose, will no longer require to be licensed as a public service vehicle, so long as passengers are not carried for hire or reward.

It should be noted that the amending Act does not extend to any case where any charge is made for the use of the vehicle for the conveyance of passengers and that it does not alter in any way the position with regard to Road Fund Licences.

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# The 45-Tonner Articulated Eight-Wheel Scammell.

## Motive-Unit and Carrier.

THIS somewhat lengthy title epitomises the purpose and layout of a very interesting recent product by Scammell Lorries, Ltd., of Watford and High Holborn House, High Holborn, W.C. Messrs. Scammell have specialised for years in the tractor-trailer combination, or, to be precise, in that form of it which constitutes an articulated combination on six or eight wheels with a dropped frame, of a self-contained power plant unit and a turntable carrier on one (rear) axle.

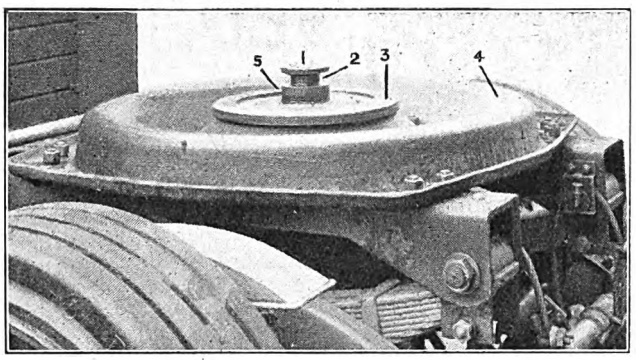


FIG. 1. THE TURNTABLE. LOWER HALF MOUNTED ON REAR OF MOTIVE UNIT CHASSIS.

(1). The pin which operates the four internal brakes of the carrier axle passes vertically through a hole in the centre of the king-pin. (2). A locking fork attached to the upper half of the turntable (fixed to the carrier) engages in this recess in the king-pin when the two units are in position. (3). The fabric ring on which the weight of the fore end of the carrier rests. (4). This outer ring serves as a steady for the carrier when cornering. (5) The king-pin projects 3⅝ in. above the turntable.

A modification of the Road Haulage Regulations has established the legality of the heavy transporter subject to a speed of 3 m.p.h. in towns and 5 m.p.h. in the open, and facilitated the transport of what are technically cited in the Regulations referred to as "Indivisible" Units, in bulk on the highways. By this means it is the increasing practice to transport by road large one-piece structures such as smaller locomotives, electrical plant, condensers, and heavy machinery which formerly could only be carried by rail or as "split parcels" even though bulky ones, by road.

The range of more recent Scammell articulated transport vehicles includes models to load 25, 45, 65 and 100 tons. Excepting the last named, the details are mainly similar and embody a well developed standardisation of parts and units, which means so much to users when repairs or replacements are necessary. The carrier portion of the 100-tonner would need a special review to itself, and is not referred to in the following analysis of the 45-tonner. Of this model two interesting examples were recently completed; we had the opportunity of inspecting them at the maker's works at Watford before delivery. They were built for Messrs. Norman E. Box, Ltd., Manchester, and Pickfords, Ltd., London, for the conveyance of heavy machinery. With the exception of a fold down hinged shield built over the rear wheels of Messrs. Pickfords' model, the vehicles are identical. The leading dimensions are as follows:—Overall length, 40 ft. 4 in.; overall width, 7 ft. 6 in.; overall height to top of cab, 8 ft. 6 in.; wheelbase of carrier (driving axle to carrier axle), 25 ft. 6 in.; wheelbase of motor unit, 10 ft.; overall wheelbase, 35 ft. 6 in.; platform length, 18 ft.; ground clearance (middle of carrier), 10 ins. The gross weight is 15¼ tons of which 5 tons 2½ cwt. is accounted for by the motive (tractor) unit. The addition of a winch, seen in one of the Figures increases the weight by about 1 ton. There is a maximum and minimum ground clearance of (approx.) 12 in. (front) and 6 in. (rear).

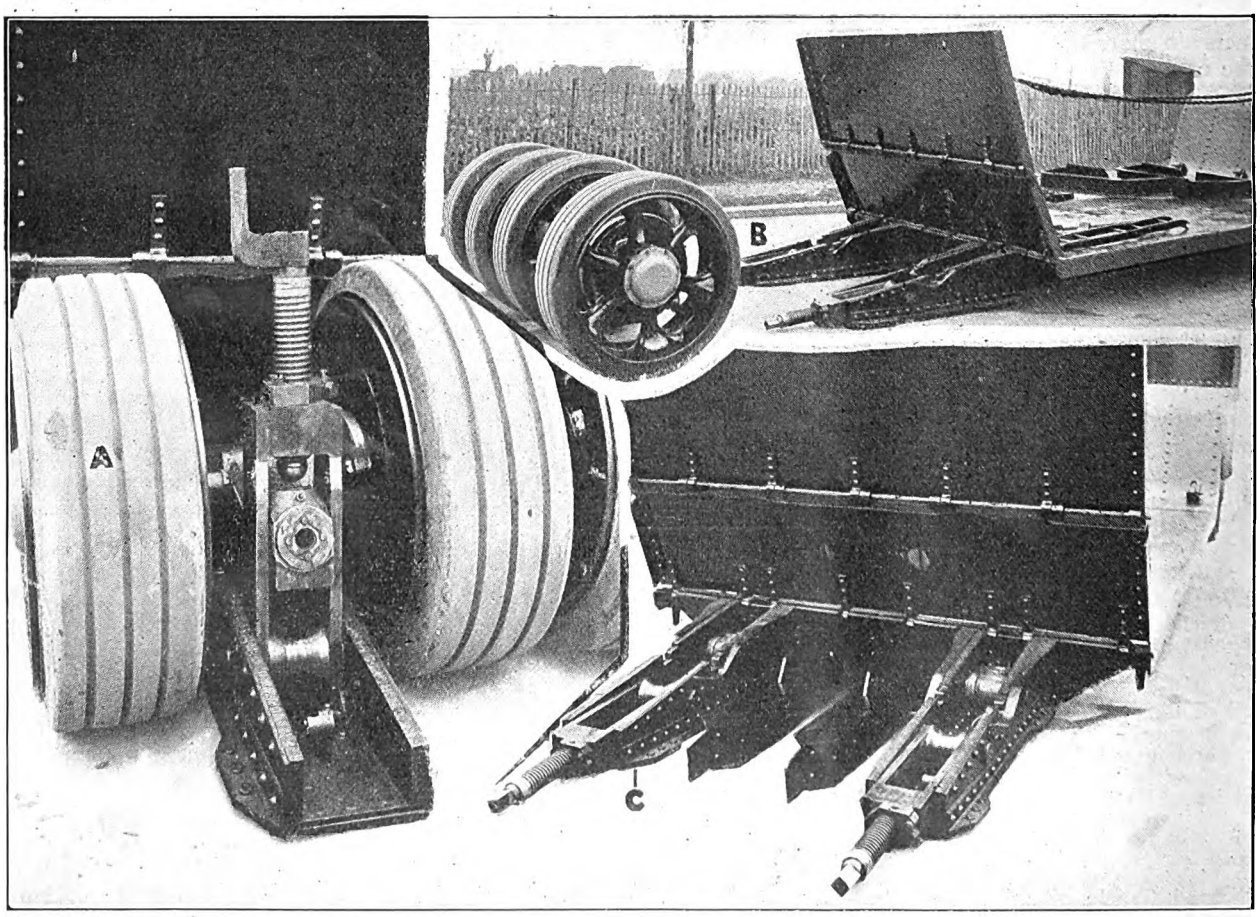


FIG. 2. THE AXLE ASSEMBLY OF THE 45 TON (LIVELOAD) CARRIER.

The hinged tailboard when dropped to the horizontal position serves as a ramp—see Fig. 3. A half hoop form of axle cover is an alternative—see Figs. 4 and 7. A. One of the half axle units showing the jack and trunnion in the free (disconnected) position. B. Complete axle removed and jacks folded horizontal. C. Tailboard (Type, Fig. 3) ready for dropping to position for ramp.

**The Four-Cylinder Engine of the Motive Unit.**

The engine is of a neat and simple design which has

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been well tested and improved in detail. It develops a big range of power at a medium speed, and should wear well. Moreover, it is made with replaceable parts where wear after a long mileage, or in the event of neglect, may be expected. The cylinders are in pairs and have a bore and stroke of 5 ins. by 5½ ins. The output is 75 brake horse power at 1,700 revs., and approximately 80 b.h.p. at 1,800 revs. The Treasury rating is 40 h.p. and the compression ratio is 5 to 1. The valves are overhead and

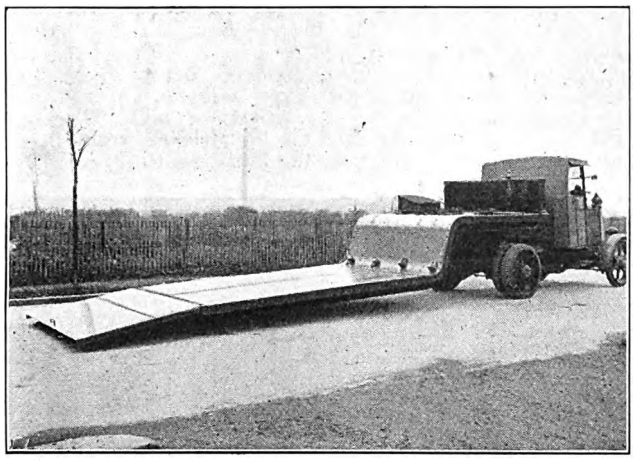

FIG. 3. MODEL WITH HINGED TAIL-BOARD-RAMP.

are operated by an internal cam-shaft through enclosed push rods and rockers.

**Transmission Layout.**

The engine with flywheel and clutch and four-speed gear-box is carried on a separate (internal) frame. The clutch is an inverted cone with a fabric facing.

There is a short shaft with large fabric disc coupling between the clutch and gear-box; a provision which simplifies attention to and dismantling of either clutch or gear-box. The latter is an aluminium-alloy casting of the usual box shape with a limited girth. It provides four speed changes forward and a reverse. The construction is specially robust and designed against gear hum and whip. The direct drive is taken as 1.00 to 1; the indirect drives being progressively 1.75 to 1 (third); 2.70 to 1 (second); 5.09 to 1 (first); and 6.67 to 1 (reverse). The change lever is central. The transmission rearwards is

FIG. 4. MODEL WITH HALF-HOOP DETACHABLE AXLE COVER.

through a differential counter-shaft with twin sprockets for Renold Duplex roller chains of 1½ in. pitch and 3 in. width. The foot brake drum is 11 in. diameter and is fitted with a callipers external fabric lined shoe brake with shoes of 4½ in. width. Adjustment of the chain and axle centres is by means of the Scammell Co.'s standard screw-adjustable distance radius rods.

The back-axle of the motive-unit is of high tensile nickel steel and has cambered ends to provide a full and uniform road contact for the twin-tyred wheels. It is 5½ in. section and is provided with saddle brackets to which are attached a pair of extra stout and special leaf springs for the carrier turntable. This part of the layout will be dealt with later.

The chassis of the motive or tractor unit is carried independently on four suspension springs of the usual semi-elliptical type; the rear pair being placed below the axle-beam and fitted with shackles at both ends (Fig. 6). The front springs of this chassis are as usual, above the axle. The driving axle ends carry neat fitting phosphor-bronze sleeves which form part of the Timken roller bearing assembly for the wheel hubs. This provision facilitates removal and replacement of wheels and bearings without having to re-adjust for end play.

The road-wheels are steel-castings and all are journalled on Timken roller bearings. Henley solid tyres are fitted; the respective sizes being as follows:—Front wheels of the motive unit (singles), 120 mm. (4.72 in.) by 771 mm. (30½ in.); rear wheels of the unit (twin), 8 in. by 30½ in., and rear wheels of the carrier, 12 in. by 30½ in. The front pair of tyres are air-cushioned; the rest being of the shallow section solid type.

The front axle assembly of the motive unit comprises a drop-forged I section beam axle with reversed Elliot swivel-pins in bronze bushed bearings, with ball thrust bearings. The steering gear is a worm and sector acting through a ball-journalled track rod. Both worm and gear shafts are journalled in plain bearings; the worm bearing having in addition heavy ball thrust bearings.

**Details of Carrier Chassis and Turntable.**

The carrier chassis is built of standard wrought steel scantlings, chiefly plates and angles, and is double rivetted throughout. The main fore and aft members are of box

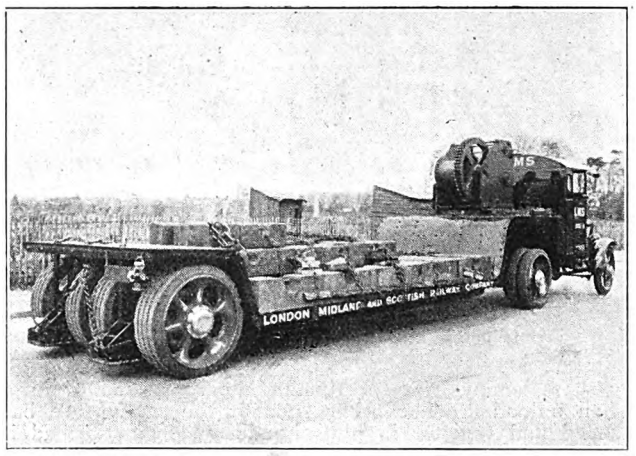


FIG. 5. A 45-70 TONNER UNDER TEST. NORMAL NETT WEIGHT 15 TONS 5 CWT., WITH A CRANE THE WEIGHT IS APPROXIMATELY 1 TON MORE.

girder section measuring (approx.) 12 in. by 12 in. Most of the structural details are similar for both models. The front of the frame is arched and the plated side members at this point measure 10½ in. deep by 16½ in. wide.

The fore-end of the carrier has attached to its under face a pair of stout channels to support the upper half of the turntable (Fig. 1). This is a stout, dished pressing nearly 3½ ft. diameter and 7/16th in. thick, and is reinforced by a welded flanged baseplate 5/16th in. thick. The centre or load plate is 15½ in. diameter (external) and 11½ in. (internal). It is faced with a specially treated graphited-asbestos fabric ring and is self-lubricated. Through the centre rises the hollow king-pin of 4 1/16th in. diameter, which projects 3 3/8th in. above the turntable and registers in a bearing in the centre of the corresponding member of the turntable assembly of the carrier. The king-pin, as noted in Fig. 1, carries the push-pin for operating the brake gear of the carrier and is recessed to 2½ in. diameter about mid-length. When assembled a sliding fork which is permanently attached to the turntable plate of the carrier registers in this recess, and is locked by a horizontal cross-spring pin. The details are partly shown in Fig. 6. The turntable of the motive unit is shown in detail in Fig. 1, and the suspension layout in Figs. 1 and 6. The turntable portion on the motive unit is bolted to a pair of deep channel section side members which are carired on a pair of longitudinal springs with .44 in. centres and leaves of 5 in. width. The springs are fixed to the dead axle of the motive unit and have Messrs. Scammell's patent form of sliding displacement and the maker's patent stiffened top plate anchorage. A limited amount of fore and aft pivotal movement is available to the turntable assembly to adapt

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its position to the tilting requirements of the carrier. The load is centred on the inner circle (3 in Fig. 1) of the turntable; the outer ring face (4 in Fig. 1) acting as a steady.

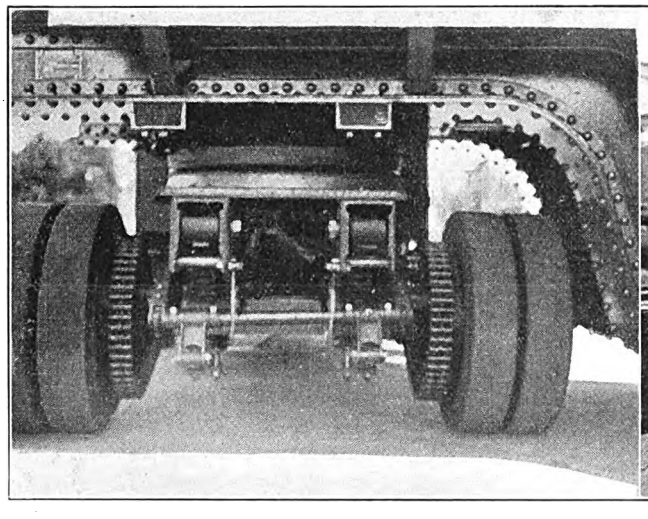
**Attachment and Removal of Carrier Axle Unit.**

The means of attaching and removing the rear axle assembly of the carrier are shown in composite Fig. 2. The four wheels have Timken roller hub bearings and sleeves and are carried in pairs in line on independent axle units. Between each pair is mounted a square threaded jack in a stirrup, the base of which is hinged to a pair of horns fixed to the rear of the chassis. The jacks serve to raise and lower the chassis and to lock the respective axle assemblies in position. The tops of the jack screws are squared to take a pair of ratchet levers operated by two men. The ratchet levers are replaced by short tommy bars for running the screws up or down when unloaded. The other ends of the screws are ball shaped and register in phosphor-bronze cups formed in the top of the respective trunnions. Attached to each axle unit is a cast-steel fulcrum block with a projecting shaft which slides in the trunnion. A recess is fashioned in each of these shafts to receive a pair of spring-held locking forks. A supplementary spring lock is provided at the side of the assembly.

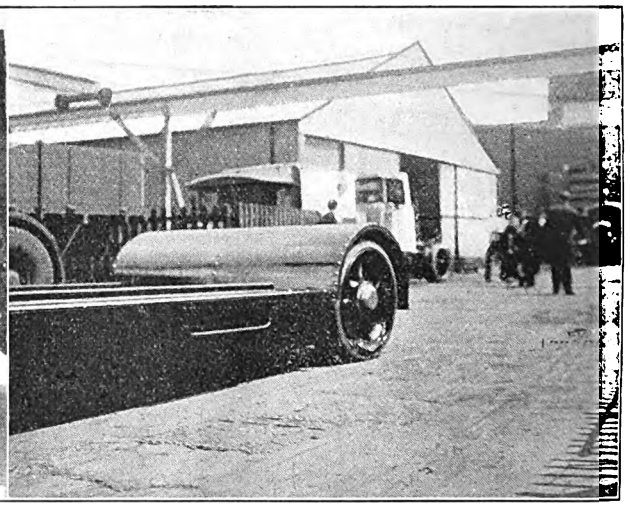
To remove the axle unit, the procedure may be described as follows:—Withdrawing two spring-pins which couple the two drag links of the respective twin brake assemblies; releasing the safety lock at the side of the structure; withdrawing a pair of spring-held short stout fork-pieces which register in corresponding slots in the respective twin shaft and trunnion assemblies; unscrewing the jacks; this movement lowering the frame until, when the load is freed from the axle assembly, the jacks can be hinged down as shown. The complete dismantling of an unladen carrier, as detailed, including also the removal of the cover over the axle assembly, as recently carried out in the writer's presence at the works, occupied 16 minutes by two men.

**The Triple Brakes.**

Besides the already noted foot-applied external shoe brake on the transmission drum, there are two independent groups of internal shoe brakes in drums attached to the driving wheels of the motive unit, and the axle of the carrier. The shoes and drums are interchangeable as regards dimensions; the diameter being 20 by 4 in. wide, and the control—by lever and tension rod with compensating drag links—is similar for both. The control levers are side-by-side on the driver's right in the cab; the one lever operating the brake on the tractor axle and the other controlling the twin brake (four wheel) assemblies of the carrier axle. The carrier-brake is operated by a hardened push-pin (see Fig. 1 indicated by 1) which has an up-and-down movement through the centre of the king-pin of the turntable. On applying the brake lever, the pin displaces upwards a bell-crank in the centre of the section of the turntable attached to the under face of the carrier, and exerts a pull on the brake tension gear. Being axially mounted this push-pin and bell-crank are unaffected either when disconnecting the carrier or when turning, at any position of the combined outfit. To connect or disconnect the two chassis it is necessary to raise the fore-end of the carrier about 4 in. to free the king-pin from its bearing in the turntable of the carrier. An auxiliary independent control is fitted for applying this brake on the carrier itself. The mechanism is a hand-wheel and screw which engages the tension members.



Photos] FIG. 6. REAR OF MOTIVE UNIT IN POSITION.



[World's Carriers. FIG. 7. A WORKS PICTURE OF THE REAR OF THE LATEST MODEL READY FOR DELIVERY.

**Fig. 6 shows the ample clearance between the units when at right-angles and this view shows, also, the independent suspension on semi-elliptical leaf-springs of (above) the turntable unit which is concentrated on the fixed axle of the motive chassis and (below) the underslung independent suspension of the motive chassis.**

## Anti-dazzle Demonstration.

THE date of the Demonstration of Anti-dazzle devices, to be organised by the Royal Automobile Club at Cambridge in connection with the International Illumination Congress, has now been definitely fixed for Thursday, September 17th next. It was originally intended to confine the Demonstration to lamps conforming to the Ministry of Transport Provisional Regulations. It has been decided, however, to extend the scope of the Demonstration so as to include:—(a) Lamps designed to meet the requirements of any particular foreign country; (b) those which would comply with the amendments proposed by the R.A.C. to the Ministry of Transport regulations; and (c) lamps which do not meet the requirements of any regulation, but which are claimed to be anti-dazzling.

A number of interesting entries have already been received, and the Demonstration will undoubtedly prove of the utmost value not only to motorists generally, but also to all those who are interested in arriving at a solution of the dazzle problem.

Entries for the Demonstration, which will be accepted without fee, should be sent to the Secretary, R.A.C. (Technical Department), Pall Mall, London, S.W.1.

## Obituary.

IN many circles the news of the death of Mr. B. F. Burford last month was received with great regret. Mr. Burford, who was 48 years of age, was the Chief Engineer of the East Surrey Traction Company, Ltd., whose service he entered about ten years ago.

* * * *

Mr. A. G. Buckland, senior representative of R. Cadisch and Sons, the well-known motor equipment dealers, died suddenly on August 3rd last. Mr. Buckland had represented the firm for the past thirty years and had a wonderful knowledge of the trade dating from the early days of motoring.

* * * *

Mr. James Henry Batty, a director of Pollexfen and Co., shipping agents and brokers, of 17, Brunswick Street, Liverpool, was killed in a motor accident at Knowsley on August 1st.

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## Master Carriers' Association of Victoria, Australia.

THE annual meeting of the Master Carriers' Association of Victoria, was held at the Association office, Commerce House, Melbourne, Australia, June 25th, with Mr. E. W. Coulson, President, in the Chair. The annual report showed that there were 128 members. Reference was made in the report to the following matters:—The reduction of 12½ per cent. in the rates of cartage on April 1st, 1931, following on the 10 per cent. reduction in wages of carters and drivers, etc., made by the Federal Arbitration Court on March 31st, 1931, and the adjustment of wages rates under the Commonwealth Statistician's cost of living figures for the preceding quarter; the great disparity in the wages rates of the Federal Arbitration Court Award and the Carters' State Wages Board Determination, and the urgent necessity for the State rates to be made uniform with the Federal Award rates; the Ministry of Transport Bill which is being strongly opposed by the Association; the excessive number of trade picnic holidays, all of which seriously affect the carrying industry; the amended Factories and Shops Bill which it is considered is inopportune as existing conditions do not warrant any further restrictions being placed on trade and industry at the present time; and to the necessity for an amendment of the Motor Car Act to permit the registration fees of motor vehicles to be paid quarterly instead of yearly as at present, a request for which amendment is now under consideration by the State Government. The report also referred to the retirement from business of Mr. William Kidgell, the foundation President of the Association, and the presentation to him of a suitably inscribed gold watch and chain subscribed for by the members, and an illuminated address by the Committee, in appreciation of his valuable services to the Association since its inception in 1902. Sympathetic reference was made to the death of Mr. John Sullivan, Senr., who was a foundation member of the Association and a member of Committee for 22 years. Mr. H. Morley Kidgell, who had resigned from the Executive Committee during the year, was made a Life Member of the Association in recognition of his valuable services as a member of Committee for 17 years.

The Executive Committee for 1931/32 was elected as follows:—Messrs. L. Arthur, J. Caddy, E. W. Coulson, W. Creaton, C. Davis, J. Johnson, M. C. Peppard, L. A. Schumer, F. J. Skinner, M. Smith, T. J. Smith, J. A. Sullivan, P. Wallbridge and H. W. Wansley.

## Burnley Trams and Omnibuses.

Mr. Chas. H. Stafford, A.M.I.T., General Manager of the Burnley Corporation Tramways and Omnibuses, reports that during the year ending March 31st last the amount added to the capital account for buses, street improvements, and offices was £7,234 3s. 9d.

Tramway income from passengers and parcels amounted to £140,409 16s. 1d., and bus income totalled £36,898 9s. 9d. Sundry revenue totalled £336 15s. 3d., making a gross income of £177,645 1s. 1d. The working expenses amounted to £162,247 11s. 11d.—£121,275 13s. 5d. for the tramways, and £40,971 18s. 6d. for the buses. This left a net revenue of £15,397 9s. 2d.

Bus net revenue showed a debit balance of £4,073 8s. 9d. after debiting the omnibuses with £4,078 17s. 1d. for services rendered by the tramways department. Interest and sinking fund charges on buses totalled £4,603 0s. 6d.

Expenditure on permanent way renewals was £5,874 3s. 7d.

At the present time there is a scheme under consideration, and reports are in course of preparation by a financial expert and transport expert, with a view to forming a Joint Board to operate the undertakings at present owned by Burnley, Nelson and Colne.

A "Crawshaw" Colander has been purchased for the purpose of cleaning greasy parts of tramcars and buses whilst undergoing their inspection and overhaul, and has proved most satisfactory.

The policy of scrapping the obsolete type of bus and introducing the modern safety type has been adopted by the Department.

**Annual Railway Returns.**—The annual Railway Returns for the year 1930 have been published and copies (price 6/6d.) can be obtained from H.M. Stationery Office, Adastral House, Kingsway, W.C.2. The returns contain particulars of the capital, traffic, receipts, working expenses, and operating results of the railway companies in Great Britain.

## Our Australian Letter.

(FROM OUR OWN CORRESPONDENT.)

SINCE reference was made in the last Australian letter concerning the reorganisation of the management of transport services, a bill has been introduced into the N.S.W. Parliament by the Labour Government of that State which in short aims at bringing the whole of the transport services of the State, railways, tramways, motor transport services and main roads, under a Minister for Transport and a single Commissioner, with departmental heads to control the various services.

An interesting feature of the bill is a clause which empowers the Commissioner to control all motor traffic and to wipe out competition between privately owned enterprises and Government services.

Meanwhile the motor industry in Australia is awaiting the establishment of a motor manufacturing concern in the Commonwealth by Australian Made Motor Cars and Aeroplanes, Ltd.

Australia, with a population of over 6,000,000 has not one single manufacturer though it is true that quite a large body making industry has been built up in the Commonwealth. Yet Australia has the fifth greatest number of cars registered among the countries of the world. An Australian motor industry should have a potential market overseas embracing New Zealand, Fiji, Dutch East Indies, British Malaya, Phillipines, Indo China, Siam, India, South Africa, China and Japan. And furthermore Australia, with its vast mineral resources is the natural manufacturing centre for the whole of the East, being many days steam nearer than the other manufacturing centres of the world. The present registration of cars in this market is approximately 1,000,000 with a constantly growing demand as western education expands among the vast eastern population.

The company have secured an area near Sydney, 4,000 acres in extent, and its proposals to build up a model city centred around its enterprise are of interest. Preparations are in hand for the laying of the foundation stone of the factory. Australia is needful of such industries as that proposed and if Australian Made Motor Cars and Aeroplanes, Ltd., with a capital of £2,000,000, can do as they say they will, namely, put a first class six cylinder car on the market for £300, then the success of their enterprise is assured.

Recent events in Australia, involving the impoverishment of Governments has resulted in the development of a trend of opinion in favour of the toll system of financing public works In Queensland has this opinion developed mainly as witness the fact that when Mr. A. E. Ennis, Director of Construction on the Sydney Harbour Bridge left Australia recently for England he carried with him a proposal which emanated from the Queensland Government that his firm should erect a bridge over the Brisbane River in return for a franchise to collect a toll over a period of years. The scheme will involve the expenditure of £1,500,000.

## Rail v. Water.

LAST month the L.M. & S. Railway (Canvassing Department) entertained at their Cricklewood Ground a cricket team representing the shipping and forwarding companies of the City of London, amongst whom were representatives of the following companies:—Cunard S.S. Co., Ltd.; Nelson, Ltd.; General Steam Navigation Co., Ltd.; Thomas Potter Priestley, Ltd.; Thomas Trapp & Sons, Ltd.; Richards Longstaff & Co., Ltd.; Alglo-Italian Express; General Transport Co., Ltd.; Michaelis Hallenstein & Co., Ltd., and Henry Johnson, Sons & Co., Ltd.

After a keen game the representatives of the shipping and forwarding companies won the match by 33 runs.

During the tea interval, Mr. Lindeman (Chief Canvasser, representing Mr. Castleman), who presided, expressed regret at the unavoidable absence of Mr. Castleman, and on behalf of the L.M. & S., said how happy they were to once again meet the representatives of the City firms. Just as they played cricket on the field so the L.M. & S. always endeavoured to "play cricket" with their clients in their business dealings, and he hoped there would be many future occasions on which other matches would be played.

Mr. A. C. Johnson, of Henry Johnson, Sons & Co., Ltd., responded on behalf of the guests. He thanked Mr. Lindeman for his very kind remarks, and said they had all had a thoroughly enjoyable time and, although he hoped the best team would win, the shipping and forwarding companies would do their utmost to give the L.M. & S. a good beating.

After the match a smoking concert was held in the pavilion, and the party finally broke up at 10 p.m. after having spent a most enjoyable time.

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# The Automobile Association.

## Annual Meeting.

The twenty-sixth Annual Meeting of The Automobile Association was held at the Savoy Hotel, on July 15th. Mr. Charles McWhirter, Chairman of the Committee of the Association, presided.

In presenting the Annual Report and Accounts, the Chairman stated that the past year had been a very difficult year with regard to membership, nevertheless the nett increase of members had been 18,038, which showed that the Association was giving members what they required. The total membership was 444,778.

A new scheme had been instituted whereby members could introduce their near relatives without paying an entrance fee. So far over 10,000 near relatives of members had joined under this scheme.

The road patrols were still the backbone of the services rendered to members. The patrols and staff cars had covered more than 27 million miles.

Local authorities had asked the Association to supply them with patrols, for which the Association would receive payment. A.A. patrols were paid, trained, equipped and controlled entirely by the A.A. for the service of A.A. members who subscribed for their assistance.

The Chairman referred to the new routes now being issued to members; on each page was a sketch map of the district indicating the road to take, also information covering the district for five miles on each side of the road. It had taken over two years to devise these new routes.

During the past year 700,000 routes in Great Britain had been issued to members; more than 2,000 a day for every day in the year.

The question of hotels was difficult, but the Association had obtained some advantages for motorists. Over 800 appointed hotels had agreed that baths should be included in the price of a bedroom.

The Aviation Department had been so popular that A.A. members had, during the year, "aviated" over a million miles.

The outstanding event had been the Road Traffic Act, which reached the Statute Book in August last. The new Act was intended to consolidate and amend the law, and the Minister of Transport was to be congratulated on the accomplishment of an enormous task. From the time that the Bill was introduced, the A.A. had been represented at every stage of the proceedings; there were frequent conferences with Members of Parliament and Government Departments concerned, and it had been possible to thresh out many points where the Association had been unable to see eye to eye with those in authority.

Regulations made during the past few years had been criticised, but many matters were better dealt with by regulation than by Statute. It was a very easy matter, by representation to a Government Department, to secure amendment of an objectional regulation; it was more difficult to persuade a House of Commons, already much behind with its work, to pass another Act of Parliament to remedy a defect which had only become apparent by experience.

The introduction of mobile police was another result of the Road Traffic Act. This new force was established mainly with the object of preventing dangerous driving and making our roads generally safe. The principle underlying the establishment of this force was sound; as to whether the object was being achieved, it was too early to express a definite opinion.

The difficult position of national finance had for years past been a serious obstacle to taxation reduction. Despite this, the Association had never wavered in its efforts to impress upon the Chancellor of the Exchequer and Parliament the great benefit to be gained, not only to motorists, but to the whole country, by reducing the burden of motor taxation.

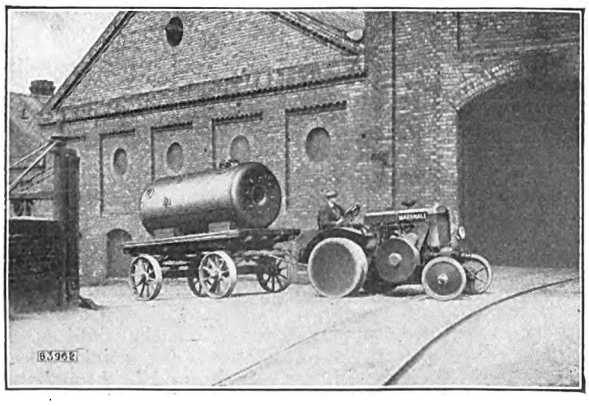
The Income and Expenditure Account showed that the surplus of income over expenditure had been £13,381, and that subscriptions and entrance fees totalled £801,649.

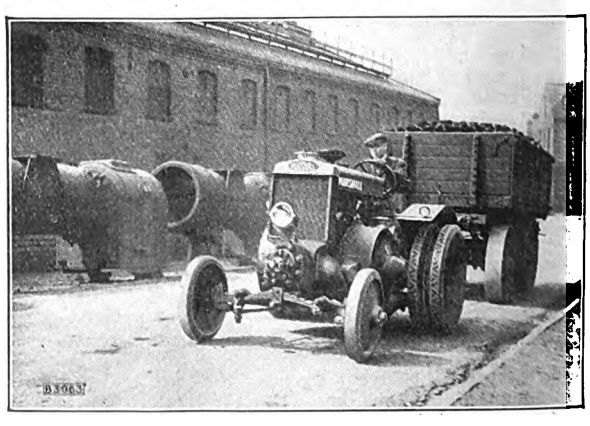
The percentage of overhead expenses was barely 17 per cent., an exceedingly small amount; the bulk of the expenditure, £626,226, had been for road services.

A unanimous vote of thanks to the Chairman terminated the proceedings.

# The New Marshall Diesel Tractor.

Marshall, Sons & Co., Ltd., of Gainsborough, have produced a new diesel tractor which is shown in the two accompanying illustrations. The power unit consists of a single cylinder horizontal two-stroke cold starting engine built into the frame of the tractor. It has a bore 8 in. and a stroke of 10½ in. and an engine speed of 550 r.p.m., having a normal power of 27 h.p. on belt. Lubrication is automatic and the cylinder has a detachable liner of light construction. The fuel consumption is about .48 lb. per b.h.p. hour. There is a three speed gear box giving 5 m.p.h., 5.25 m.p.h. and 8.75 m.p.h. forward and a reverse speed giving 3.75 m.p.h. The hauling capacity is 15 tons in low gear on a 3 per cent. gradient or 10 tons in top gear on a similar gradient. The figures will vary according to road and other conditions. Power is transmitted to the engine through a cone clutch to the transmission gear which is totally enclosed and runs in oil bath and the shafts are mounted in ball and roller bearings. The transmission is carried in three castings, namely, the crankshaft and clutch in the engine bed, the middle casing carrying the change speed gears and their operating mechanism, the rear casing being the axle arms, housing the differential and final drive, the latter being through a large sized differential to a semi-floating axle. All wheels are disc, the rear wheels being fitted with twin solid rubber tyres each 5½ in. wide and the front wheels with a solid single rubber tyre 4¾ in. wide. Steering is worm and sector. Foot and hand brakes are fitted. The fuel tank has a capacity of 12 gallons. Cooling is by radiator with water circulating pump, and fan. A pulley 26¾ in. diameter and 7 in. wide is provided. Chassis lubrication is by grease gun nipples on all movable pins and points necessary. Lighting is by battery or no-battery generator equipment, whichever preferred. The overall length of the tractor is 10 ft., overall width 5 ft. 9 in., overall height 5 ft. 5 in., weight 3 tons 10 cwts.





TWO VIEWS OF THE MARSHALL 15/30 DIESEL TRACTOR.

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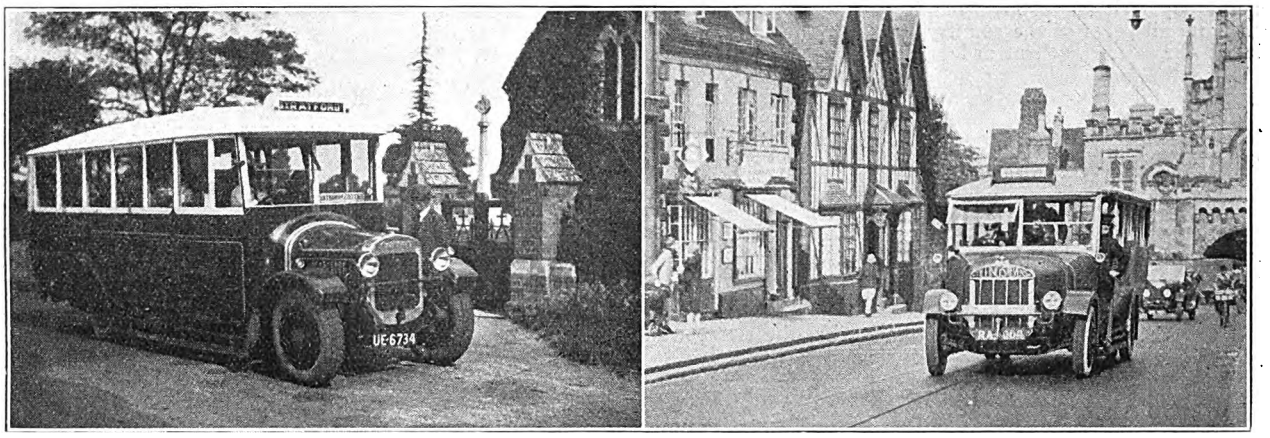
# Bus and Coach Enterprise in Shakespeare's Land.

*(Specially contributed.)*

STRATFORD-UPON-AVON is one of the most important centres for tourists, so that, as one may expect, bus and coach activity is very considerable. Though Stratford-upon-Avon is the home of Shakespeare, and the mecca of pilgrims from all parts of the world, we should not forget the daily doings of its inhabitants.

Stratford is also one of the most important market towns in the south of Warwickshire, there being two markets a week. Consequently, the daily passenger carrying business



LEFT: "THORNYCROFT" BUS ON STRATFORD SERVICES. RIGHT: T.S. BUS IN WARWICK—PORTION OF THE EAST GATE IN THE BACKGROUND.

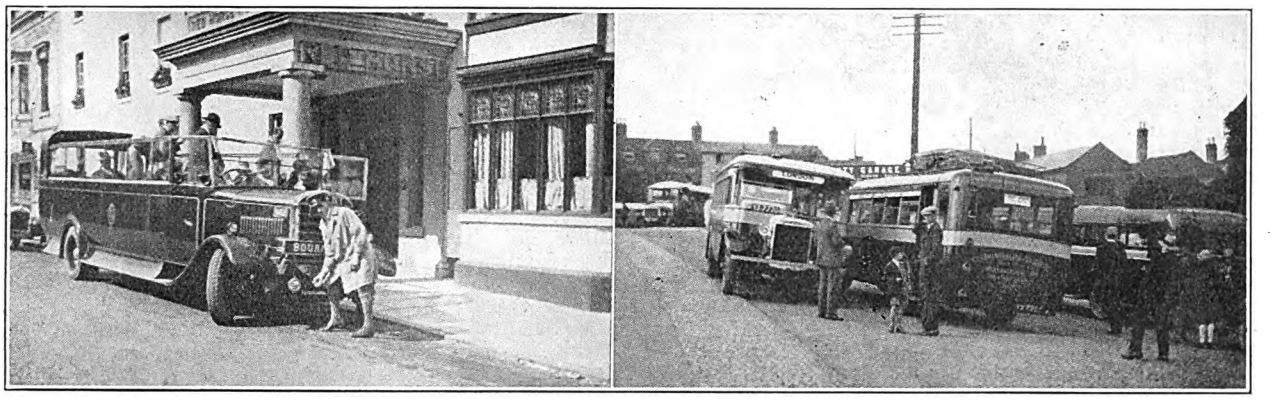
is considerable. There are no markets at Leamington, and those at Warwick are less frequent, so that the importance of Stratford as a market town is obvious.

The local omnibus services are operated mainly by three different companies. First in the number of vehicles on the road and the number of routes operated comes the Midland Red Company, and next the Stratford-upon-Avon Blue Motor Services, with offices at 28, Wood Street. The third company operating services in the district is the Reliance Bus Company, of Bidford-on-Avon. Both the Blue Services and the Reliance Bus Company employ a number of small buses for country service. These are very comfortable; Star chassis form the basis for the Reliance Co.'s larger vehicles.

The larger vehicles belonging to the Blue services are Thornycrofts, with both back and front side entrances. The Midland Red was the first company in the field and has operated services for many years. The Blue Company was formed in 1926. On behalf of the Midland Red it must be said that the Company established important services in the district and connected important centres, while others in the early days were looking after market day and other special traffic. The Blue Bus services have established routes where none existed before and its activities represent one more step in the direction of linking up the whole district.

A peculiarity of the Stratford-area is the very large number of carriers in the district. There are scores hailing from all parts of rural Warwickshire, south-east Worcestershire, Norton, and even Oxford. A very distinctive feature of the carriers' vehicle round here is the bold way in which the word "Carrier" and the owner's name are displayed. "John Jones, Carrier to Stratford and Birmingham," in big lettering, is the type of sign one sees. I remember some of them; "E. Povey, Carrier, Shipston-on-Stour" and "Leslie Garratt, Ilmington, Carrier to Stratford-on-Avon."

Some of the vehicles are merely covered lorries, used more for goods than passenger transport. Apart from this, the passenger vehicles are well constructed with the seating accommodation designed to ensure the full comfort of passengers. They all have a prosperous appearance with nothing of the ramshackle down-at-heel condition that was formerly so common of carriers' vehicles in some parts of the country. The majority comprise Morris chassis, one-ton Ford, and Chevrolet, but there are many Guy's and Albions comprising the bigger vehicles.



LEFT: A TRENT COACH WHICH HAS MADE A BREAK AT THE RED HORSE HOTEL, STRATFORD-UPON-AVON, ON THE RETURN JOURNEY TO BOURNEMOUTH. RIGHT: LONG DISTANCE COACHES BREAKING THE JOURNEY AT STRATFORD.

The Midland Red operate two local services daily, regular services of generally an hour's interval to and from Warwick, Leamington, Kenilworth and Coventry; to Birmingham via Henley-in-Arden, and about the same number to Shipston-on-Stour, and a direct service to Banbury. The Company operate market-day services, between Stratford and Broadway, Worcester, Malvern, Droitwich, Bromsgrove, Redditch, Studley, Bidford-on-Avon, Evesham, Cheltenham, etc.

The Blue Motor Services have a number of frequent daily local services. The bigger services of this company are

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operated between Evesham, Bidford, Stratford, Warwick, Leamington, Kenilworth and Coventry, Stratford coming midway between Coventry and Evesham. Recently services have been extended from Evesham to Cheltenham and Malvern.

The Reliance Bus Company operates two very good services between Evesham and Stratford, and other services around Evesham.

In a general way the coaching activities of Stratford-on-Avon are similar to those of Leamington. Indeed, the primary object of much of the out-going coaching traffic from Leamington is Stratford-upon-Avon, ten miles. Many visitors come to Leamington by rail, and then by road to Stratford, and the Great Western run daily excursions from Paddington to Leamington between the beginning of July and the end of September for Stratford, the road part of the journey being carried out by the Midland Red Omnibus Company.

As a venue for coach traffic, Stratford stands high in general popularity, and large numbers of coaches are to be seen from all parts of the country, especially during the high tide of the season. Stratford is also a favourite stopping place for the long distance coaches that pass through on the way between London, Liverpool, Manchester and Birmingham.

### At Leamington and Warwick.

The distance between Leamington Spa and Warwick is about two miles, the towns being practically joined together.

The "Green" Motor Omnibus Service run by the tramway company (Leamington and Warwick Electrical Co., Ltd.) cover routes between Leamington and Warwick and very frequent services are run.

The "Blue" Bus Service between Leamington and Warwick is run in conjunction with Stratford-on-Avon Bus Co.'s services from Coventry to Stratford and Evesham. Some of these buses do the whole journey, serving the two towns *en route*. In other cases, buses operate between Leamington, Warwick and Stratford only.

Leamington Spa is a popular inland health and pleasure resort. This fact alone ensures a big call on local passenger transport means, but when it is considered that Leamington and Warwick form the centre of a lovely piece of country full of the richest historical interest right in the heart of England, with Stratford-on-Avon on the south and Kenilworth on the north, and that it is in comparatively close proximity to Coventry and Birmingham, the extent of the demands made, not merely upon the local transport, but on that covering a much wider area will be understood.

In addition to the local services, Leamington is the centre for Warwickshire of important services of buses, linking up the two towns with Coventry, Birmingham, Stratford-upon-Avon, Southam, Shipston-on-Stour, Banbury, Evesham, Rugby, Daventry, Northampton, and Leicester.

The Midland Red take the honour of having the largest number of services. The connection of long runs to Banbury, Northampton, Rugby and Daventry belong to that company besides long distance connections.

There are many country services that centre in Leamington as well as Warwick. Of these the Midland Red take by far the bigger share. This Company, as is well-known, is the principal bus proprietor in the Midlands, and it is only to be expected that most of the Warwickshire country running, in addition to the longer routes, would fall to its enterprise.

Leamington Spa is a popular coach resort for other towns far and wide, and the number of visitors actually residing there from spring to autumn make coaching quite an active business. The Midland Red take part in this side of the business also, and the proprietors of the Regent Coaches, and the Priory Coaches respectively, specialise in it.

Long distance road traffic between Birmingham and London is intercepted by Leamington.

For the benefit of coach proprietors taking visitors to the district, it may be said that there is a parking place at Mill Hill, Leamington Spa, Market Place, and Castle Hill, Warwick. No charge is made, and at Warwick there is an attendant.

## Round the Lancashire Associations.

### Joint Transport Council.

Lancashire and Cheshire Joint Road Transport Council, at its meeting on July 16th, discussed statements made at a recent railwaymen's conference on the subject of road transport. The Council passed the following resolution:—"That the Lancashire and Cheshire Joint Road Transport Council having observed the resolutions introduced, and the statements made, at a recent Railwaymen's Conference with reference to the Road Transport Industry, notes the bitter antagonism then displayed against the growth and development of the Road Transport Industry. In response to these statements it is desired to point out that:—(1) Both evidence and experience prove that the Road Traffic Act is being generally observed and is proving of immense value in the control and regulation of the industry. (2) That the wages and conditions in the Road Transport Industry are the subject of frequent negotiation between the Unions and the Employers concerned and that wages and conditions will compare favourably with comparative grades in the Railway Service. (3) That the Road Transport Industry is bearing far more than its fair share of Taxation. Taxation has been deliberately imposed to restrict its activities as a competitor with the Railways. (4) That during the period of bad trade through which we have been passing the employment provided by the manufacture of motor vehicles and accessories and the operation of Road Transport has contributed, in no small way, to the easing of the unemployed problem. Further, the huge contribution of the Industry to the Road Fund has also helped in this direction, in addition to providing large sums for road improvements in the general interests of the nation." The question of formulating a new agreement governing wages and conditions in Lancashire and Cheshire (excluding Merseyside) was reviewed and was referred to the Executive for consideration and a report. A long discussion took place on the subject of improving organisation within the industry and it was decided to refer this matter to the Executive Committee for investigation. A report will be submitted to the Council in due course.

### Manchester Transport Owners' Association.

The co-ordination scheme of the Motor Coach Section of the Manchester Transport (Owners') Association, of which Mr. Howard Robinson is secretary, has been further developed. As each set of applications for road service licences is submitted, a meeting of the operators directly concerned is called. Instead of each operator making arrangements to be individually represented at the meeting of Commissioners a solicitor or Mr. Howard Robinson is appointed to present the case for the whole of the members. Arrangements have also been made in many instances for the operators of principal services to apply for licences whilst other coachowners, whose own vehicles run less frequently to the area concerned, act as booking agents. Example:—There are ten operators of a certain tour, but four arrange journeys at irregular intervals according to the number of bookings. These four withdraw their applications for licences and agree to accept bookings and in return for a commission pass over the passengers to the other operators whose tours are more or less according to schedule. This method of working eliminates light running and is obviously beneficial to the members.

### Amalgamated Horse and Motor Owners.

A case in which the Amalgamated Horse and Motor Owners' Association, of Manchester, was interested was heard at Oldham on July 29th, when a motor haulage contractor of Chadderton was summoned for causing a motor driver to be employed for a continuous period of nine hours. According to the police statement, the driver began work at 7 a.m. on May 21st, when he collected at Trafford Park a load of cotton for Oldham. He was then instructed to collect machinery at Manchester and deliver it at Banwell, near Weston-super-Mare. The journey was 210 miles and he began it about 5 p.m. He had a half an hour for tea, after which he drove until 2 a.m. on Friday, when he pulled up at the roadside and went to sleep for about three hours. Subsequently he was involved in an accident involving the overturning of the lorry. The police alleged that between 7 a.m. on May 21st and 2 a.m. on May 22nd, the driver had been employed with only two breaks of half an hour each for dinner and tea. The driver, in evidence, said he was so tired that he did not know he was on the wrong road until he woke up. He denied that the sole reason for bringing the charge was revenge for being dismissed. Mr. G. C. Fripp, for defendant, said no instruction was given about the necessity of arriving at Weston-super-Mare at 2 a.m. The driver was given £2 and the trouble was that while the man was given money for bed and breakfast, he often enough preferred to sleep in his lorry and have the money himself. The lorry could do 15 miles to the gallon of petrol and would require about 28 gallons for the journey. As the tank contained about 11 gallons at the start £1 would cover the cost of fuel, leaving the driver sufficient for bed and breakfast and incidental expenses. The summons was dismissed.

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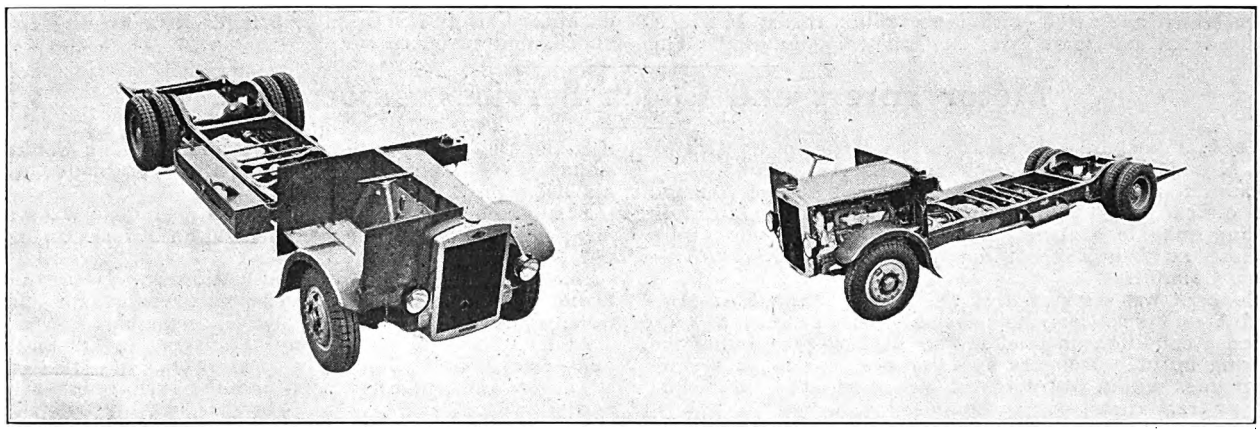
# The New T.S. Double-Deck Omnibus Chassis.

The well-known Maidstone firm of T.S. Motors, Ltd., have now put into production a new omnibus chassis for a useful load of 52 passengers, excluding the body for which 50 cwts. is allowed. By invitation of the firm we visited Maidstone recently and had the opportunity of inspecting this new production.

In the design of this chassis special attention has been paid to the springing and silence of running from the point of view of the passengers, whilst from that of the operator great care has been taken to see that all units requiring periodical adjustment are easily accessible.



LEFT: THE T.S. 6-CYL. BUS CHASSIS. RIGHT: NEAR SIDE VIEW OF CHASSIS.

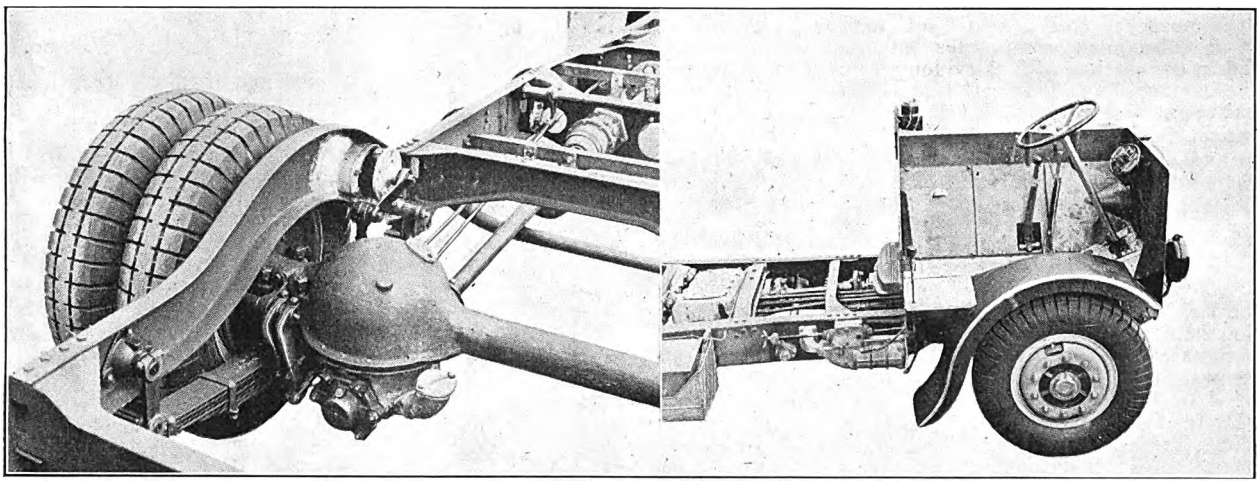
The chassis, which is of the forward control type, is fitted with a six-cylinder engine, R.A.C. rating 38.4 h.p., developing 50 h.p. at 1,000 r.p.m., 80 h.p. at 1,500 r.p.m. and 110 h.p. at 2,500 r.p.m. Bore 4 in. by stroke 5½ in. The cylinders are cast monobloc with detachable heads in pairs. The cylinder head and valve arrangement are of patented design. The crankshaft is very stout and has four main bearings. White metal liners are used for both main and connecting rod bearings. The camshaft is driven by a helical spur gear. Forced feed lubrication is assured by a gear type pump, in the bottom of the crankcase sump, driven by a skew gear from off the camshaft. An easily demountable filter is also fitted in the sump.

The radiator, of the "Still" type, is fitted with thermostatically controlled shutters and the fan is driven by an internal self tension chain from the crankshaft. Ignition is by high tension magneto, with cross drive from the rear of the engine. The magneto is on the near side whilst an impeller type water pump is fitted on the off side. The dynamo is placed on the off side and is driven by enclosed chain from the front of the engine.

Separate exhaust manifolds are provided for each group of three cylinders with a common union under the chassis. Large hot-spots with inlet manifold are provided and also a heater, in the circulating water system, just above the carburetter.

The engine is mounted on a subframe and the near side main member. All main and cross members are steel pressings. High tensile steel bolts, in place of rivets, are used throughout.

The clutch, of the single plate fabric faced type, is mounted immediately behind the engine, and a clutch stop is provided to facilitate gear changing. The gear box gives four speeds forward and reverse and is suspended at three points from two of the cross members. Gear changing is effected by selector rods which are carried forward to the change speed gate at the driver's left. A lock is provided in the gate so that it is impossible to engage more than one gear at a time and the lever moves against a leaf spring so that there is no vibration when the lever is engaged.



LEFT: FINAL WORM DRIVE AND NEW SHACKLE MOUNTINGS. RIGHT: ARRANGEMENT OF 4-SPEED GEAR BOX AND SERVO MECHANISM.

The coupling shaft joints between the clutch and the gear box are of the flexible type, as is that between the gear box and the spherical self aligning ball bearing at the end of the intermediary shaft. The drive is then taken to the back axle through a "Hook" coupling with plain bearings and another similar type of coupling and a splined shaft.

The back axle is of the underslung worm type, fully floating, with bevel type differential. The worm casing and transmission is offset to the near side to permit a low central gangway in the body. The case is a steel forging and takes the whole weight.

Semi-elliptic springs are fitted both front and rear, fitted with special clips, in place of centre bolts, which

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register with the spring pads on the axles. The hardened steel shackle pins move in phosphor bronze bushes. The shackle supports for the rear springs are placed inside the main frame members so that the springs are underneath them, so giving a maximum possible width for the frame.

Brake shoes are operated on all four wheels by the foot pedal assisted by Servo mechanism. This mechanism is conveniently mounted on the outside of the off main member and all adjustment is done by means of a single winged nut. The hand lever operates an independent set of brakes acting on the rear wheel hubs. The shoes are arranged in pairs in each hub and are of the internal expanding type. Pressed steel wheels are bolted to the hubs which are fitted with taper roller thrust bearings.

The front axle is an "H" section steel stamping. The swivel pins have renewable phosphor bronze bushes. Marles type of steering. Tecalemit greasers are fitted throughout.

The general equipment includes Zenith carburetter; C.A.V. lighting set and illuminated instrument panel fitted with switch, speedometer, clock, oil gauge and amp. meter; 40 gallon petrol tank, mounted on off side, with magnetic type gauge; front mudguards; spare wheel, cover and tube; and tools; 38 in. by 8 in. Dunlop pneumatic tyres, single front and twin rear, are fitted as standard.

The dimensions are as follows:—Wheelbase, 16 ft. 1 in.; front track, 6 ft. 4 ins.; rear track, 5 ft. 10⅜ ins.; height of frame from ground, 2 ft.; overall length, 26 ft.; overall width, 7 ft. 5⅞ ins.; clearance under back axle, 6¼ ins.; dashboard to end of frame, 20 ft. 8⅝ ins.; turning circle, approximately 60 ft.

## Motor Hirers and Coach Services Association.

SEVERAL important questions are now being dealt with by the Motor Hirers and Coach Services Association.

Limitation of services under the Road Traffic Act and the difficulty experienced by motor coach operators in finding suitable parking accommodation in London were subjects raised at a recent meeting of the General Management Committee.

Concern was expressed at the action of the East Midland Area Traffic Commissioners who, it was stated, had imposed a condition on road service licences prohibiting the picking up of passengers by vehicles operated by private companies within 440 yards of a terminus of a municipal bus or tram route, or city boundary.

The meeting was informed that the condition had been attached to licences for routes in Leicester and Northampton and that one of the companies whose licences were so affected was the "Midland Red" Motor Services.

It was understood that the "Midland Red" would appeal in order to test the decision of the Commissioners.

It was agreed that the Association would co-operate with the Birmingham and Midland Motor Omnibus Co., Ltd. ("Midland Red") and should communicate with the Traffic Commissioners concerned, and with the Minister of Transport.

The question of parking facilities for coaches in London was also discussed, it being agreed that the difficulty was felt most acutely by the operators of contract carriages. It was decided to address a communication on the subject to the Commissioners of Police for the Metropolis and the City of London as well as to the London and Home Counties Traffic Advisory Committee, suggesting that a deputation from the Association should wait upon them for the purpose of discussing the matter.

At a subsequent meeting of the Committee it was stated in connection with the schedules of fares submitted to the Metropolitan Traffic Commissioner by (a) 17 individual companies; and (b) the Association, that the Commissioner had disposed of Schedule A as being incomplete and after making certain amendments and additions to Schedule B had conditionally approved such fares as reasonable minima. The Commissioner also intimated that the Chairman of the South-Eastern Traffic Commissioners agreed with, and would act in accordance with, his decision.

A sub-committee was appointed to promote "ways and means" for dealing with the stabilization of fares throughout the country.

An application from the South-Western Motor Coach Owners' and Operators' Association, of Calne, for affiliation to the M.H. and C.S.A., was accepted.

At a meeting of the General Management Committee, held on July 21st, the question of restricted streets in London was raised and the seriousness of the matter was stressed. The Secretary was instructed to make representations to the Minister of Transport on the matter, pointing out how serious the hardships, inflicted by the Restricted Streets Orders, were upon legitimate businesses, and respectfully requesting that modifications should be permitted in certain cases.

PRESENTATION TO MR. LOGETTE.

Mr. H. T. Rickards, President of the Association, presented to Mr. Logette an inscribed gold dress watch from members of the General Management Committee. Mr. Rickards referred to Mr. Logette's period of office as Chairman and commented upon his detailed knowledge of the various regulations, which was always available for the benefit of those who cared to enquire. He had given, quite freely, a great deal of his time to the affairs of the Association, to the detriment of his own business and health and he (Mr. Rickards) hoped that Mr. Logette would make a speedy recovery so that his long connection with the affairs of the Association might continue.

Mr. Flin rose in support of Mr. Rickards and a hearty vote of thanks was accorded Mr. Logette with prolonged acclamation.

Mr. Logette suitably replied and thanked Mr. Rickards for his kind references, remarking that he found it most difficult to convey his gratitude for the manner in which his colleagues had seen fit to record their appreciation of his services.

Messrs. Garner's District Hire Service, of Acton, were unanimously elected to membership.

## Leeds and District Motor and Horse Owners' Association.

The Leeds and District Motor & Horse Owners' Association held their annual outing on July 28th. Leaving City Square by motor coaches at 1.30 p.m. an enjoyable drive was taken via Barwick-in-Elmete, Aberford and Towton to Thorpe Arch where tea was served.

After tea there was a programme of sports, and a lady's handbag, presented by Mrs. Thos. Hargreaves, was won by Mrs. Pease who was first in the egg and spoon race. A walking test for ladies was won by Mrs. B. Lockwood who was presented with a glass jug and tumblers.

The Cup for the quoits handicap was won by Mr. Sam Stone (the runner-up last year) who competed with the President, Mr. J. I. Stonehouse. The game was full of thrills, both competitors throwing with such skill that at times games were decided by the small margin of half an inch. This Cup is known as the "Hargreaves Cup" and is competed for by members of the Association only. The cup was presented two years ago by Mrs. Thos. Hargreaves.

An amusing race for gentlemen was that in which each competitor had to run 100 yards, blow up a balloon until it burst and then run back to the starting post. This was won by Mr. Alf. Harrison, and the "Lemonade and Cake" race was won by Mr. Mather. This was great fun, as each competitor had to run 100 yards and then eat a piece of cake and drink a bottle of lemonade without touching either with the hand, the cake being held by a lady who poured lemonade into the mouth of the competitor.

After the sports the President in a short speech said how sorry they all were that Mr. and Mrs. Hargreaves were unable to attend, as they were on holiday. He was very pleased indeed to welcome Mr. G. T. Tuke, their Past-President, who he would ask to present the prizes.

Mr. Tuke said that it gave him great pleasure to renew old associations with the members, and he hoped to attend again next year.

The Secretary, Mr. Alf. Harrison, supported a vote of thanks to Mr. Tuke, and then a tired but happy party returned home.

**Liverpool Aerodrome.**—Liverpool City Council is recommended by the Finance Committee to proceed with the additional lay-out and equipment of the Speke aerodrome at a cost of between £35,000 and £50,000. It is proposed to construct two hangars, administrative offices, etc.

**Carlisle Not to Run Buses.**—Carlisle City Council has decided not to appeal to the Minister of Transport against the Northern Traffic Commissioners' refusal to grant the Corporation a licence to run municipal buses. The Corporation will now confer with local operators and present a scheme to the Commissioners.

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# Road Passenger Transport Services.

## Recent Developments and the Outlook: Where Do We Stand?*

By J. M. Calder, A.M.I.E.E., A.M.I.Mech.E.

General Manager and Engineer, Reading Corporation Tramways and Motors.

It is not my purpose merely to re-introduce a discussion on the relative merits of "tramways versus motor omnibuses," nor of "tramways and motor omnibuses versus trolley omnibuses."

The conditions and circumstances of almost every traffic area present different traffic problems, and no one system may be able to answer all the requirements of urban and suburban passenger traffic, with its varying degrees of density of population, the nearness or remoteness of surrounding districts, of which the operating authority constitutes a natural centre, and other conditions which act and react upon one another.

The amount of accuracy and relevancy of the information available and the presence or absence of the essential factors for proper guidance to sound conclusions, which of themselves call for an experienced and skilled guide.

The existence of prejudice, often enough unconscious prejudice, from which few men are entirely free.

When we see the Members of this Association developing all three systems, and expending large sums of money upon them, notably tramways in the Metropolitan area, and in Leeds and Belfast; trolley omnibuses in Nottingham, and motor omnibuses in Birmingham, Manchester and other large centres of population, is it any evidence of prudence to pronounce an adverse judgment upon any one of them?

It is agreed, I think, that the tramcar is not considered to be the vehicle suitable for the expansive growth and development of passenger transport by road, notwithstanding the improvement of its comfort-travel qualities. It is enormously handicapped by financial burdens, mainly relating to road costs and local taxation, in comparison with every other vehicle. In these respects it is partnered with the light railway. It is, however, a giant in its own sphere.

It is agreed, I think, that as a road passenger vehicle in the field of modern transport, the motor omnibus occupies the first place. It stands unrivalled, and, in unfettered expansiveness, it threatens the very existence of railway travel, at least according to the statement recently made on behalf of one of the largest railway companies in the country at an Inquiry before the Traffic Commissioners.

In this type of passenger vehicle is embodied all those elements that go to produce what may be termed a really independent and effective unit. Being provided with its own source of power, it is capable of meeting its own requirements, and, consequently, it has an impressive and often decisive effect when considering which type of vehicle shall be used, especially for extra-urban and growing services. The combination of self-contained power and mobility is the most important feature of the motor omnibus, and, I believe, that it is owing to this fact that that vehicle has been lifted to a plane never before reached by any of the vehicels used for passenger conveyance by road. To go where you like and when you like, and to be easy of access, appeals to the public. It is a common experience that it appeals to the thing which we hear so much about, namely:—"the psychology of the man in the street." Further, it has, and has had the advantage of the application of many minds to its improvement and development, of which we do not yet know the ultimate outcome. It has the further advantage of mass production methods. There is no need on my part to stress the effect of the various designs produced by the intense rivalry of manufacturers, and the progress and speeding up which has rapidly followed, not only the demand, but also the opportunity afforded by quickly ascertaining all that is best and worst in the component parts of the vehicle. In passing, we must not overlook the possible effect of the introduction of the heavy-oil engine. It may be that we are on the threshold of a new era. At any rate, progress in that direction is being followed with unusual interest, and not without expectation.

In the Railway Companies (Road Transport) Acts of 1928, some protection was obtained for the transport services of local authorities in their own areas. Those Acts provide that if and so long as an adequate and satisfactory service of tramcars is provided along a tramway situate in a local area owned or worked by the local authority of such local area, or an adequate and satisfactory service of omnibuses is provided in pursuance of existing statutory powers in a local area by the local authority of such local area, the Company shall not, without the consent of the local authority of such local area, run, or enter into any agreement for the running of, any service of road vehicles in such local area in competition with any such service of tramcars or omnibuses, except for the purpose of serving any area beyond such local area, so long as no passenger conveyed by such service of road vehicles is, on any one journey, both taken up and set down on a route in such local area in competition with such service of tramcars or omnibuses.

In his speech on the second day's hearing of the Railway Companies (Road Transport) Bills, on April 27th, 1928, Mr. (now Lord) MacMillan, K.C., the leading Counsel for the Railway Companies, said:—

> "We recognise at once that a great deal of traffic now on the road cannot be recovered by us, and, as I say, probably ought not to be recovered by us. We have no business to shepherd the public on to the railways against their inclination and their convenience, and a considerable amount of our traffic, really rail traffic, must be accepted as having been permanently diverted on to the roads."

The direct outcome of modern competition has compelled the railway companies to come on the roads, and in a real sense to compete with themselves. The issue of that step no man can foresee. It throws light, however, upon their fight for life, which is now being waged before all the Traffic Commissioners in the country.

At present, we stand confronted by a formidable effort to narrow the range of municipal activity in this sphere. The year 1931 will be stamped upon all subsequent transport experience in this country. Much depends upon the conditions which the Traffic Commissioners will attach to road service licences. This year, we know the meaning of what has, for many years, been described as "the pegging out of claims." Against "jumping claims" the Minister of Transport warned the country at the last Conference of this Association. We are all now before the Traffic Commissioners, not only to retain our existing services, but if Part V means anything to local authorities, and gives effect to the intention of Parliament and the Minister, and the Traffic Commissioners give effect to those intentions, then to expand them, so as to meet all local necessities.

The greatest example of a merger is to be found in the London Passenger Transport Bill, which seeks to unify under one control all the passenger transport agencies in the Metropolitan area. That Bill is now before a Joint Committee of both Houses of Parliament. It is a problem of great magnitude, and let us not forget that the principle is capable of application to some parts of the provinces.

The Minister of Transport, in a public statement recently, said, that in this question "the public interest was paramount," and he appealed to the public "to realise that the Commissioners were absolutely independent in regard to their decisions and that the Minister was equally independent in the matter of appeals. The whole issue was what was the public interest in the matter?"

The conclusions at which I have arrived are:—

1.—It is not possible to face present-day bus competition by means of the tramcar alone;

2.—Municipalities should possess efficient fleets of buses to serve adequately outlying districts if they are to hold their own; and

3.—They must co-ordinate with the railway companies and large responsible omnibus companies wherever possible, and by these means, not only retain the systems they have built up over many years, but develop them to the fullest possible extent.

In conclusion, I should like to add that the problems which this difficult and complicated question raise cannot be solved by individuals alone. Only by the continual exertions of an organized body such as we are, can we hope to reach conclusions which will, in some measure at any rate, satisfy those we represent.

* Abstract of a paper read at the Annual Conference of the Municipal Tramways and Transport Association held at Southampton, June, 1931.

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# Motor Coach and Bus Notes.

**Still Going Strong!**—Though only purchased in June and September of 1928, respectively, two 4 P.F. type Commer chassis, fitted with bus bodies and belonging to The Barton Transport, Ltd., of Beeston, Nottingham, have covered more than 150,000 miles and, we understand, are still giving excellent service.

**A Coach Town Index.**—Highways Guide, Ltd., of Argyle House, King's Cross, have published on behalf of the Central London and London Terminal Coaching Stations a pamphlet containing the names of about 1,000 towns and villages in the United Kingdom which are served direct from London by motor coach. The names of the companies operating coaches to the various localities are also given, together with their London telephone number for booking purposes.

**Liverpool Bus Costings.**—Details are given in the annual report of Mr. P. Priestly, the Liverpool Tramways and Motor Bus Manager, a copy of which we have just received, of the operating costs, etc., of the Corporation's fleet of 214 buses. The length of routes operated is 248 miles. Operating costs per bus mile:—Drivers and conductors wages, 4.47d.; other traffic employees, .46d.; cleaning and oiling, 1.32d.; fuel, light and water at sheds, .04d.; ticket check, .31d.; uniforms, badges, bells, etc., .12d.; licences, .87d.; miscellaneous traffic expenses, .30d.; general repairs, maintenance and tyres, 3.04d.; petrol, 3.63d.; general expenses, management, etc., .79d.; income tax, .01d.; interest and sinking fund, 3.18d.; total, 18.54d. Bus mile earnings, 13.13d. In the year the Corporation buses carried 23,972,854 passengers, travelled 3,203,337 miles, revenue £174,942. The average number of passengers per mile was 7.48. The percentage of operating costs to revenue was 114.9. The station to boat buses earned a revenue of 7s. 8.43d. per mile and the average passengers carried per bus mile was 27.74. Football buses enjoyed an income of 4s. 9.87d. per mile, and greyhoud track buses 2s. 7.59d. Losses are being incurred on about 20 services due, as Mr. Priestly points out, to the fact that the buses are only patronised in one direction during the peak loading hours. As a large number of buses are in use only for comparatively short periods, with consequently small mileage and excessive unproductive garage mileage, the operating cost and capital charges per mile run in service are very high.

**Motor Hirers and Coach Services Association. New Address.**—Motor coach operators are reminded that the address of the Motor Hirers and Coach Services Association is now 12, Spring Street, Paddington, London, W.2, telephone number Paddington 9101. The new office is taken as a temporary measure and the new address will hold good until further notice.

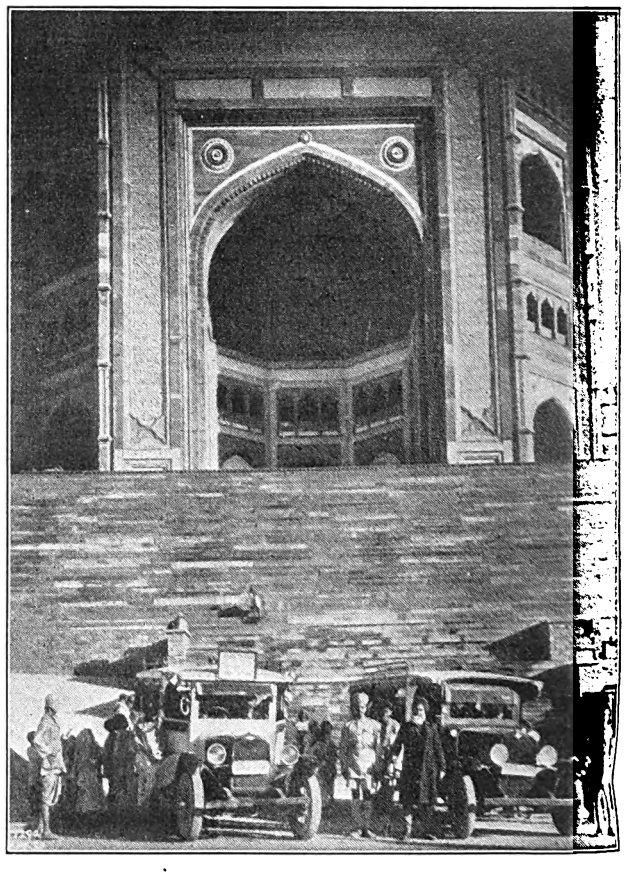
**New Co-ordination Plan.**—There is a possibility, if the suggestion of the Oldham Corporation is acted upon, of a vast scheme of co-ordination for the control of municipally owned passenger transport services. Oldham has made a proposition to the Manchester Corporation and the Secretary of the Lancashire and Cheshire Transport Association that a meeting be called of transport authorities in the Manchester area, with a view to investigating the possibilities of such a scheme.

**Ford Public Hire Vehicle.**—A genuine de-luxe public hire service vehicle has been designed by Ford Motor Company and is being marketed under the name "Fordalette." The body provides ample seating capacity for seven persons and is finished in royal blue pyroxylin cellulose with blue leather upholstery. Standard features include parcels net, luggage rails, sliding windows behind driver's seat, rooflight, ash-trays, arm-rests and a rear view mirror for passengers. In fine weather the folding back may be easily opened, and, as all six side windows are fitted with winders, the Fordalette can be quickly converted to an open car. It is listed at £335 ex works, Manchester.

**The T.S. Motors 6-Cylinder Chassis.** T.S. Motors, Ltd., of 5, Iddesleigh House, Caxton Street, Westminster, have sent us a copy of a new brochure dealing with their latest 6-Cylinder Engine Chassis suitable for taking single-deck omnibus and coach bodies with seating accommodation up to 36. The performance results of this machine in regard to economy and reliability are stated to be exceptional. The price of the chassis is £1,075. The engine is 38/109.5 h.p. of Ricardo design and from the wheelbase is 17 ft. It is equipped with a C.A.V. starter, it has 38 in. by 8.25 in. low pressure Dunlop tyres, Marles Steering and four wheel brakes. The brochure gives a specification and equipment in detail.

**Clayton Dewandre Not Trolley Bus Manufacturers.** Inadvertently in our answers to enquiries on page 437 of our July number the name Clayton Dewandre Co., Ltd., Titanic Works, Lincoln, was included in a list of Trolley Bus manufacturers. As a matter of fact the firm does not manufacture buses although the "Dewandre" braking system standardises on buses very extensively.

**Chevrolet Buses in a Metropolis of By-gone Splendour.**—The deserted city of Fatehpur-Sikri, ancient capital of the Mogul Empire in India, is celebrated for its well-preserved remains of magnificent architectural works which date from 1569. The great city of Fatehpur was built by the Emperor Akbar and his son, Jehangir. After the death of Jehangir the city was abandoned and the seat of power transferred to Agra. Chevrolet buses, however,



THE CHEVROLET BUSES REFERRED TO IN TEXT.

now do a thriving tourist trade in this metropolis of by-gone splendour.

**Public Service Vehicles—Southern Area, Scotland.**—Mr. T. E. B. Chalmers, the Certifying Officer for the Southern Area of Scotland, has addressed a letter to the owners of public service vehicles throughout his area regarding the certification of new vehicles. The letter points out that in view of the fact that there are many owners who desire to have new vehicles passed for a certificate of fitness with as little delay as possible, he has arranged to inspect such vehicles at the following centres until further notice:—Edinburgh, the first Monday of each month; Glasgow, the second Monday of each month; Dumfries, the third Monday of each month; Glasgow, the fourth Monday of each month. Any owner who desires to avail himself of these facilities should give Mr. Chalmers at least seven days clear notice to enable the necessary arrangements to be made. Such notice to be in addition to the forms of application Nos. P.S.V.1 and P.S.V.3. Owners in outlying districts and in the islands of the Area are strongly recommended to have their vehicles passed by him at one of the above centres before taking them to their own garages. Communications should be addressed to The Traffic Commissioners (Southern Area, Scotland), 44, Palmerston Place, Edinburgh.

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# Institute of Transport.

## Results of Examinations, 1931.

The Institute of Transport examinations were held in London, Birmingham, Bristol, Bulawayo, Cape Town, Edinburgh, Johannesburg, Leeds, Manchester, and Port Elizabeth in April and May, 1931.

The names of the successful candidates are:—

### Graduateship Examination.

| *Name.* | *Employer.* |
|---|---|
| Bicks, E. C. | Mersey Docks and Harbour Board. |
| Blore, W. J. | South African Railways and Harbours. (*Distinction*: Elements of Traffic Working.) |
| Boyce, A. G. | Lever Brothers, Ltd. |
| Browne, H. E. | South African Railways and Harbours. |
| Cameron, H. A. | South African Railways and Harbours. |
| Cooper, H. | Manchester Corporation Transport Department. |
| Foot, W. O. | Southern Railway. |
| Gouws, J. J. | South African Railways and Harbours. |
| Hares, A. F. | Port of Bristol Authority. |
| Harrison, F. B. | Leeds Corporation Tramways. |
| Hepburn, A. | South African Railways and Harbours. |
| Hooley, H. J. | Stockport Corporation Tramways. |
| Kettle, W. H. | Lever Brothers, Ltd. |
| Lewis, W. A. | Cadbury and Fry Joint Transport Department. |
| Mahon, G. R. | London Underground Railways & L.G.O.C. Group. |
| Marshall, W. S. | London Midland and Scottish Railway. |
| Norman, A. G. | London and North Eastern Railway. |
| Oxley, J. E. | Aire and Calder Navigation. |
| Plummer, R. R. J. | Metropolitan Railway. |
| Quirke, J. H. B. | South African Railways and Harbours. |
| Rawsthorne, E. | Cunard Steam Ship Co., Ltd. |
| Revill, B. C. | Great Western Railway. |
| Rutherford G. N. R. | Rhodesia Railways. |
| Shaw, R. | Glasgow Corporation Tramways. (*Distinction*: Mathematics.) |
| Smith, A. G. | South African Railways and Harbours. |
| Terblanche, H. P. | South African Railways and Harbours. (*Distinction*: Elements of Traffic Working.) |
| Thomas, T. A. | Port of Bristol Authority. |
| Williams, B. Y. | Great Western Railway. (*Distinction*: Elements of Traffic Working; Economic Geography.) |

### Associate Membership Examination.

| | |
|---|---|
| Allen, J. H. | Rhodesia Railways. |
| Anderson, K. J. | Southern Railway. |
| Batten, G. S. | Cadbury and Fry Joint Transport Department. |
| Binstead, H. G. | Port of London Authority. |
| Boustead, J. C. | London Midland and Scottish Railway. (*Distinction*: Rights and Duties of Transport Undertakings; Law Relating to Transport.) |
| Bown, A. H. J. | Port of Bristol Authority. (*Distinction*: Rights and Duties of Transport Undertakings.) |
| Brian, A. V. | Southern Railway. (*Distinction*: Railway Operation.) |
| Buttery, F. A. | Port of London Authority. |
| Chapman, F. | London Midland and Scottish Railway. |
| Christie, L. L. | Birmingham and Midland Motor Omnibus Co., Ltd. |
| Clancy, R. | London and North Eastern Railway. |
| Clifton, A. B. | London Midland and Scottish Railway. |
| Collis, H. J. N. | Rhodesia Railways. |
| Cox, J. | South African Railways and Harbours. (*Distinction*: Rights and Duties of Transport Undertakings.) |
| Davies, A. E. | London Midland and Scottish Railway. |
| Davis, G. G. | Great Western Railway. |
| De Villiers, J. N. | South African Railways and Harbours. |
| Dyson, C. W. | London and North Eastern Railway. (*Distinction*: Rights and Duties of Transport Undertakings.) |
| Evans, C. H. | Imperial Chemical Industries, Ltd. |
| Everingham, J. A. | Port of Bristol Authority. |
| Germain, W. E. | Southern Railway. |
| Gilmour, E. W. | London Midland and Scottish Railway. (*Distinction*: Modern Railway Operation; Rights and Duties of Transport Undertakings.) |
| Gollop, A. E. | Port of London Authority. (*Distinction*: Law Relating to Transport.) |
| Grant, H. W. | London and North Eastern Railway. |
| Green, E. A. | South African Railways and Harbours. |
| Greenfield, S. G. | London and North Eastern Railway.) |
| Hamnett, C. | Great Western Railway. (*Distinction*: Economics of Railway Transport; Economic Development of the Great Powers.) |
| Haupt, C. B. | South African Railways and Harbours. |
| Headford, D. C. | Port of Bristol Authority. |
| Heckroodt, W. | South African Railways and Harbours. |
| Hemingway, J. H. | London United Tramways, Ltd. |
| Hider, R. C. | Metropolitan Railway. |
| Hunt, G. W. | London and North Eastern Railway. |
| Hutton, J. G. | London and North Eastern Railway. |
| Joll, R. R. | Southern Railway. |
| Lamb, D. A. | London and North Eastern Railway. (*Distinction*: Rights and Duties of Transport Undertakings.) |
| Leith, F. N. | South African Railways and Harbours. |
| Lindsay, A. W. | Port of London Authority. (*Distinction*: Modern Port and Inland Water Transport Operation.) |
| Lister, J. | London Midland and Scottish Railway. |
| Lyle, R. | South African Railways and Harbours. |
| Malcolm, J. D. | London Midland and Scottish Railway. |
| Mansfield F. Le V. | London and North Eastern Railway. |
| Marenbon, A. | R. A. Dyson and Co., Ltd. (*Distinction*: Economics of Road Transport; Modern Road Transport Operation; Rights and Duties of Transport Undertakings.) |
| McClelland, J. | London Midland and Scottish Railway. |
| Morris, P. G. | Great Western Railway. |
| Mounsdon, R. R. | London and North Eastern Railway. |
| Nash, A. W. R. | London Midland and Scottish Railway. |
| Nicholson, R. | London Midland and Scottish Railway. (*Distinction*: Law Relating to Transport.) |
| Parker, C. E. | London and North Eastern Railway. |
| Parry, E. H. | Port of Bristol Authority. |
| Patterson, R. | Rhodesia Railways. (*Distinction*: Modern Railway Operation.) |
| Pegrum, J. W. S. | Rhodesia Railways. (*Distinction*: Modern Railway Operation.) |
| Powell-Lee, K. B. | Trent Motor Traction Co., Ltd. |
| Razzell, A. J. | Southern Railway. (*Distinction*: Modern Railway Operation.) |
| Rudland, E. G. | London and North Eastern Railway. |
| Saville, R. St. C. | South African Railways and Harbours. |
| Shepherd, R. B. | Albion Motors, Ltd. (*Distinction*: Rights and Duties of Transport Undertakings; Law Relating to Transport.) |
| Small, J. R. | Consett Iron Co., Ltd. |
| Smith, C. C. | United Service Transport Co., Ltd. |
| Storey, W. | London Midland and Scottish Railway. |
| Takahira, R. R. | London Midland and Scottish Railway. |
| Walter, H. C. | Southern Railway. |
| Wilson, G. | Port of Bristol Authority. |

**Institute of Transport Examinations, 1932.**—The Graduateship and Associate Membership Examinations of the Institute of Transport will be held in London and other centres on Thursday, Friday and Saturday, April 28th, 29th and 30th, 1932. The latest date for the deposit of forms of entry, which can be obtained after October 1st, 1931, is February 1st, 1932 (January 1st if any exemptions are claimed). Full particulars and copies of previous question papers (price 1s. per set post free) may be obtained from Mr. A. Winter Gray, Secretary, The Institute of Transport, 15, Savoy Street, London, W.C.2.

**New Garage.**—Messrs. W. H. Reay & Co., motor engineers, Belfast, agents for Morris-Commercial vehicles, have opened an additional large garage on Ormeau Road.

**City of Birmingham Commercial College. Department of Transport.**—During the 1931-32 Session the following classes will be held in the Department:—Railway Economics, Railway Operating, Economics of Road Transport, Operation of Road Transport (Passenger and Goods), Railway Law and Practice, Rights and Duties of Transport Undertakings, Shipping Practice, Elements of Transport, Elements of Traffic Management, Elements of the Law of Inland Carriage, and Transport Research. These classes are open to all persons engaged in any branch of transport. Programmes and regulations containing full particulars regarding the classes, fees, prizes, etc., can be obtained at the College Offices, Suffolk Street, Birmingham.

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# In Parliament.

**Motor Coach and Omnibus Fares.** Asked in how many cases the fares of public motor coach or motor omnibus services had been raised by order of the Traffic Commissioners; and whether he would give the circumstances of each such case? **Mr. Herbert Morrison** (Minister of Transport) said he had no information with regard to the matter. In so far as he dealt with these matters they came to him on appeal from a decision of the Traffic Commissioners, but he had no power to deal with them otherwise. **Mr. Smith:** Seeing that this is a matter of some importance, where people have to pay more for their journeys by coach, will the Right Hon. Gentleman look further into it? **Mr. Morrison:** So far as the matter comes before me, I will do so, but the Road Traffic Act deliberately provides that the Traffic Commissioners should have the right to review fares if, on the one hand, they are too low, or if, on the other hand, they are too high.

**Road Traffic Act. Mr. Perry** asked the Minister of Transport if his attention had been called to the increased charges now imposed upon omnibus owners under the operation of the Road Traffic Act; and if he would consider the adoption of some scheme under which the number of certificates, licences and registration plates to be obtained by each owner could be reduced? **Mr. Herbert Morrison** said that the certificates and licences required in respect of the operation of public service vehicles were laid down in the Road Traffic Act, 1930. In prescribing the fees to be paid for such certificates and licences he adopted the general principle that the scheme of control under Part IV. of the Act should, so far as practicable, be self-supporting, and the scale of fees was fixed with a view to attaining that end.

**Omnibus Licences and Owner-Drivers. Miss Picton-Turbervill** asked the Minister of Transport if owner-drivers of omnibuses who had not yet paid for their omnibuses and who could not secure a licence would receive compensation? **Mr. Herbert Morrison,** replying, said that no person is entitled either to a licence, or to the renewal of a licence, and no question of compensation can arise. The question whether the person owned the vehicle, or was in possession of it under a hire-purchase agreement, did not affect the position.

**Motor Omnibus Insurance. Colonel Howard-Bury** asked the Minister of Transport, seeing that a motor omnibus licensed to carry a certain number of passengers became an uninsured vehicle if it carried an extra passenger, that the Home Office had issued letters instructing that motor omnibuses may at certain rush hours carry standing passengers, and that this rendered the vehicle an uninsured one and liable to heavy penalties, whether he would take steps to rectify the position? **The Minister of Transport** (Mr. Herbert Morrison), replying, said that the carrying of a number of passengers on a public service vehicle in excess of the seating capacity of the vehicle was authorised in certain circumstances by the Public Service Vehicles (Equipment and Use) Provisional Regulations (No. 2), dated July 4th. He understood that the Secretary of State had drawn the attention of chief officers of police in the ordinary course to these regulations, but had not issued any instructions to the owners of public service vehicles in the matter. As he (Mr. Morrison) had said in reply to a question asked on May 20th, he understood that it was possible to obtain insurance policies which covered the carrying of additional passengers. It was incumbent on every owner of a motor vehicle to see that his policy of insurance, or the alternative security provided for in the Act, afforded the necessary cover in all circumstances in which the vehicle was used. He had no powers to make any exception in the case of the owner of a public service vehicle.

**Proposed Separate Road Tracks for Horse-Drawn Vehicles. Viscount Lymington** asked the Minister of Transport whether he had considered the representation sent to him from the Rural District Councils' Association that in all future improvements and widenings to classified roads the principle should be adopted, as in many other countries, of providing a metalled track suitable for motor traffic with 8 to 10 feet of gravelled roadway on one or both sides suitable for horses and horse-drawn vehicles; and whether he was prepared to give effect to this suggestion? **Mr. Herbert Morrison,** replying, said he could not trace any such representation from the Rural District Councils' Association. It was the aim of his Department to secure the provision of carriageways which would be suitable for use both by horse-drawn and mechanically-propelled vehicles, without incurring the largely increased expense of providing separate tracks.

**London Traffic. Mr. West** asked the Minister of Transport whether, in view of the congestion in London streets caused by private motor cars, carrying on the average less than two persons per vehicle, he would make Regulations imposing some restrictions on their use as far as the main routes were concerned? **Mr. Herbert Morrison** said that the only effective method of restricting the use of private cars in London would be to prohibit their use during prescribed hours in certain main streets or in a defined area. He was not satisfied that the time had arrived when such restrictions would be necessary or desirable. Standing vehicles caused more obstruction than moving vehicles, and he had recently given notice of his intention to make Regulations which would have the effect of prohibiting drivers of private cars from waiting in certain streets scheduled to the Regulations, except for so long as would enable persons to board or alight. Representations had been received with regard to the proposed Regulations and had been referred to the London Traffic Advisory Committee for consideration and report.

**Travel Association. Captain Crookshank** asked the Secretary to the Overseas Trade Department what progress he had made in his schemes for increasing the tourist traffic in Great Britain as an aid to relieving unemployment? **Mr. Gillett,** replying, said he presumed the reference was to the Travel Association of Great Britain and Ireland, which had the support of His Majesty's Government and of whose executive committee the Secretary of the Department of Overseas Trade was Chairman. This association had recently opened an office in Paris, supplementing its offices in New York and Buenos Aires, and in these centres and throughout the world the association had the support of His Majesty's representatives and the British chambers of commerce in the distribution of their numerous publications. At home the association was in consultation with Departments regarding Government regulations affecting visitors, and a number of concessions had already been made. He was hopeful that now that local authorities were empowered to support the association it would be possible to extend widely its very useful work.

**Motor Car Headlights.** Asked whether any anti-dazzle motor head-lamp had yet been discovered, not dependent upon dipping or swivelling, which satisfied the conditions recommended by the Departmental Committee in 1921? **Mr. Parkinson,** for the Minister of Transport, said that lamps had been constructed which complied with the recommendations referred to but had not proved adequate from the point of view of eliminating dazzle and at the same time providing a satisfactory driving light. The Minister had recently circulated for purposes of discussion draft regulations dealing with headlights.

**Classes of Traffic. Major Glyn** asked the Minister of Transport the principles which guided his Department in determining in the national interest for which classes of traffic transport by road, rail, or canal could best be utilised? **Mr. Herbert Morrison,** replying, said he had no power to determine for which classes of traffic transport by road, rail or canal could best be utilised. The Royal Commission on Transport referred to this matter in paragraph 500 of their final report, and also made a number of recommendations with a view to securing the employment of the available means of transport to the greatest public advantage. These recommendations were now under consideration.

**Oil Electric System of Traction. Lieut.-Commander Kenworthy** asked the Minister of Transport (1) whether in connection with the proposals for electrifying the main-line railways, his Department had considered the advantages of Diesel electric-traction working in conjunction with full electrification, and whether this system would be fully examined before a decision was arrived at; (2) whether he had reports on the working of the Diesel electric-traction system on a number of important railway systems abroad and in the British Dominions, including the Canadian railways, the Swiss Federal railways, and the Buenos Aires and Great Southern Railway system, the latter being British controlled and managed? **Mr. Parkinson,** who replied, said that the potentialities of the oil electric system of traction, particularly for use on lightly loaded branch lines, were discussed in the report of the Weir Committee which had information as to the working of the system on the Buenos Aires, Great Southern, Swiss Federal Railways, and elsewhere. Experience of the system was at present limited to certain special requirements, but he understood that the British railway companies were investigating it, and his Right Hon. Friend proposed to ask them for information as to the results of any experiments undertaken.

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# Railways and Road Transport Competition in Central Europe.

**By Ludwig Weiss.**

**Managing Director of the International Federation of Forwarding Organisations.**

It may be well known to British Forwarding Agents, that Central-European railway companies have to fight a hard battle against the motor car, in which up to now the motor car has proved superior in almost every respect. Particularly certain classes of the local traffic are almost quite lost to the railway companies and have been acquired by the more and more increasing motor car traffic.

Railways have tried to stop the advance of the motor car by applying various measures, especially by a considerable reduction of the tariffs in the local traffic. They have established their own motor car services and are creating new institutions against the motor car competition, together with the forwarding agents who suffer from the motor car's attack as much as the railways themselves and who of course are the natural allies of railways in this fight.

One of these institutions, on which I shall deal fully, is the so called "door-to-door-tariff." This tariff contains uniform freight rates for the total forwarding from employer's to consignee's house, so that the freight contract is not current only from the railway station, but from the customer's office or house.

That is done in order to meet the convenience of the public and to offer them one of those advantages which they are enjoying when forwarding by motor car. Forwarding in this way will be executed with the greatest speed, generally by passenger trains running at night, so that goods can be delivered to consignee next day. Furthermore the forwarders will benefit by the liability of the railway regulations as they will not be liable for the transport to and from the station according to their own regulations but to those of railways.

At first freight rates of the house-to-house-tariff will be issued between Vienna and important places of Austria only. The extension of the tariff to include communication between other Austrian places will be taken in hand, when sufficient experience concerning the growth of the traffic with Vienna are to hand.

The fixing of the freight rate of the house-to-house-tariff will be made according to whether there is competition by motor car in a certain class or not. Should there exist any, the freight shares of the Railway will be correspondingly reduced. There will not be any difference between goods concerning their tariff calculation. The freight rates will be graduated. Goods can be forwarded by the door-to-door-traffic only in consignments from 20 to 2,000 kilos. The weight of one single piece may not exceed 200 kilos. Objects over 7 m. of length, also too heavy objects; highly inflammable goods or those where any danger of an explosion exists are excluded.

Then the forwarding methods for this traffic seem to be considerably simplified. Instead of the way-bill there will be used a much simpler forwarding bill which can be given, if wished by the customer, by the employee collecting the goods.

Concerning the organisation of transport to and from the station quite another way has been adopted by the Austrian Railway Company than in Germany; the German Railway Direction intended to sign a contract with one single firm, in which the latter undertakes the task of entrusting forwarding agents in each place with the transport to and from station. This intention has produced such a storm of indignation that the government has refused its consent. According to the arrangements decided upon in Austria, every reliable forwarding agent has the possibility of signing a contract direct with the Austrian Railway Company. In addition to forwarding agents the signing of the contract is possible in Vienna to the vehicle owners syndicate and to the carriage service by railways, and in the provinces to the forwarding agents, to the motor car companies and to the carriage service by railways. The names and phone numbers of contractors will be indicated in the tariff in order to simplify quick communication between customer and agent.

Of course all contractors are bound to observe every freight rate indicated in the tariff; there is, however, no inducement to transgress the duties fixed by the tariff or to charge extras.

Every customer has the right to select the firms indicated by the tariff.

Poidous are excluded from this traffic in order to avoid any loss of time. For the same reason cash advances are inadmissible, whereas reimbursements on receipt are permitted.

If one compares the motor car traffic and the newly created door-to-door-traffic, one finds that the latter offers more than the advantages of transport by motor car.

The contract to be signed by the forwarders participating in the house-to-house-traffic has been formulated in agreement between the representatives of the Commercial Direction of the Austrian Railway Company and those of the Central Federation of Forwarding Agents (Zentralverband der Spediteure). A bond must be given which will serve the Railway Company as a security for the money belonging to the Company to be collected by the carriage service at destination.

On May 15th, the new house-to-house-traffic came into operation. According to the contract forwarders have engaged themselves to forward goods announced in their office as being collected as fast as possible to the station. Goods announced in Vienna in the morning will be at the station at latest in the evening of the same day; goods announced in the afternoon must be transferred at the latest next morning. Goods arrived shall be advised to forwarders by the railway so that if possible the information shall be given till 9 o'clock a.m. Traffic in the house-to-house-contract can be forwarded only by forwarders who have signed the contract.

One cannot predict yet whether the new institution of the Austrian Railway Company will have the success desired. It is, however, delightful not only, that now the possibility exists of offering to customers in a great number of classes such a convenient, fast and secure kind of dispatch, that in any case the competition with the great number of motor car companies is made possible and the forwarders can win back customers for the Railway and for themselves, but also that the Railway Company has entered into arrangements with the Forwarding Agents' organisation. This development justifies the trust that the way taken by the Railway Company will be kept in future and that Railways and Forwarding Agents who are dependent on each other will collaborate also in every other respect in their own interest and in that of the total traffic.

## Port of London Authority.

**An Alteration. Cruises to London's Docks.**—The Port of London Authority announce that during August the weekly steamer cruises to the docks will take place on Friday afternoons instead of Wednesday afternoons. The cruises start from Tower Pier at 2.30 p.m. and return there at about 6.0 p.m.

**World's Record Coal Discharge.**—A world's record for the discharge of coal has recently been set up in the Port of London by the Collier "Corbridge" (Wm. Cory & Sons, Ltd.). She came alongside the Albert Dock Hoists at 12.45 p.m. and by 2.15 p.m. had completely discharged her cargo of 2,287 tons of coal.

**Bill to be Promoted in Parliament.**—The Port of London Authority announce that they have resolved to promote a Bill in the next session of Parliament to acquire the undertaking of the Proprietors of Hay's Wharf, Ltd., whose principal properties lie between London and Tower Bridges on the south side of the River.

**New Season's Tea.**—A record discharge in King George V. Dock last month of new season's tea from China ex the P. & O. liner "Burdwan" revives memories of the arrival at Blackwall of the famous tea clipper sailing ships of the middle nineteenth century. Out of 3,000 packages discharged after the s.s. "Burdwan" broke bulk at 8 a.m., delivery of nearly 2,000 packages was effected to the Port of London Authority's main tea depot at Commercial Road during the day, and the tea was available for merchants' inspection and sale within a few hours.

**Manchester Shipping and Forwarding Agents' Conference.**—Owing to the holidays no meeting of the Manchester Shipping and Forwarding Agents' Conference will be held this month. The next meeting will be held in September.

**"Travelling" for Quay Business.**—At a recent meeting of Newcastle Corporation's Trade and Commerce Committee, Councillor R. S. Dalgliesh, a prominent shipowner, suggested the appointment of an official to travel in quest of new business for Newcastle's quays.

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# British Association of Shipping and Forwarding Agents.

The quarterly meeting of the Council of the British Association of Shipping and Forwarding Agents (Inc.) was held on July 16th last at the offices of the London Chamber of Commerce.

Mr. A. W. Heard (Jones, Heard & Co., Ltd., Newport, Mon), the Chairman of the Association, presided, and was supported by Mr. M. E. Duffett (J. D. Hewett & Co., Ltd., London) a Vice-Chairman of the Association. There were also present:—Mr. F. H. S. Rouse (Hon. Secretary and Treasurer) (American Express Co., Inc., London); Mr. John B. Bower (F. Bower & Co., Liverpool); Mr. W. O'Brien (G. W. Sheldon & Co., Ltd., London); Mr. E. W. Turvey (Nunzi & Co., Ltd., London); Mr. J. B. Taylor (Immediate Transportation Co., Ltd., London); Mr. T. Heyman (Morison, Pollexfen & Blair, Ltd., Birmingham), and Mr. G. W. Robertson (Robertson, Buckley & Co., Ltd., Liverpool). The Acting Secretary was in attendance.

Apologies for inability to be present were received from Mr. N. N. Bird (Herbert Watson & Co., Ltd., Manchester), a Vice-Chairman of the Association; Mr. F. J. Gerson (Rosenberg, Loewe & Co., Succrs., Ltd., London); Mr. A. Faulkner (Crowe & Co. (London), Ltd., Manchester); Mr. A. MacCulloch (MacCulloch, McLellan & Pollok, Glasgow), and Mr. C. E. Sanderson (Sanderson's Express, Ltd., Nottingham).

Following the adoption of the minutes of the last meeting a lengthy agenda was dealt with, the chief items of which may be summarised as follows:—

**International Federation of Forwarding Organisations.**

A full report, prepared by Mr. Frank J. Gerson, who represented the British Association of Shipping and Forwarding Agents at the meeting of the International Federation, held at Amsterdam on May 28th, was read and gave rise to an interesting discussion.

The members expressed their appreciation of the ample and lucid report made by Mr. Gerson, and also of his able representation of the Association at Amsterdam.

(A full report of the proceedings of this meeting was published in an earlier issue of this Journal).

**Certificates of Origin for Poland.**

The progress so far made in this matter was reported, but it was noted that the negotiations had not yet reached finality. Further action was decided upon, and the Secretary was instructed accordingly.

**Finance.**

An exhibit of the Association's Accounts to date, submitted by the Hon. Treasurer, was unanimously received and adopted.

**Correspondence.**

An interesting letter was read from the New York Freight Forwarders' and Brokers' Association, dated April 22nd last, replying to a communication sent by the British Association of Shipping and Forwarding Agents in regard to a suggestion recently observed in a New York paper that freight forwarders in the U.S.A. should come under State control. It was decided to circulate a copy of this letter, together with a copy of the interim reply sent to New York on May 26th, to all members of the Council.

Attention was drawn by a member to a circular letter issued by a Continental (non-member) firm of forwarding agents in Manchester, which was apparently being mailed en masse to principals in Manchester offering services for free house deliveries at exceptional rates, with special reference to the fact that being "unattached forwarding agents" they were not bound to any special rates and could therefore quote lower than the competition in Manchester. It was agreed that this matter should, in the first instance, receive the attention of the local association in Manchester, and that the position should be reported again at the next Council Meeting.

**Liens.**

In order to discuss in closer detail the possibilties of putting into effect the suggestions already made by the London Shipping and Forwarding Agents' Conference, it was unanimously decided that the Hull, Liverpool and Manchester Associations should be asked to consider the matter, and be invited to elect delegates from their districts to attend a subsequent joint conference with the British Association of Shipping and Forwarding Agents and the London Conference.

The Chairman expressed his thanks to the members for their attendance, and a hearty vote of thanks to the Chairman concluded the business of the meeting.

# The Port of Glasgow.

In common with all ports, trade on the Clyde has experienced a gradual falling off during the first six months of 1931. This has been due principally to the abnormal trade depression, particularly on the export side.

Whilst it would not be correct to say that the drop in the older established trades has been totally offset by the development of new trade. It is encouraging to learn that the activities of the Trade Development Department of the Clyde Navigation Trust have borne very fruitful results largely due to the indefatigable efforts of Mr. Harold M. Ford, Commercial Manager in charge of the department. Figures for the past six months are not yet to hand, but it is understood that there has been a very appreciable increase in the homeward trade from both Australia and New Zealand, and at the same time there is a feeling of confidence as to the possibilities of future development of trade with the Scottish markets and South Africa.

The liaison work of Mr. Ford and his department in bringing together importers and transport interests has not only been productive of increased shipping at the port but has shown that the development of industry in the immediate vicinity of the docks and quays is an attractive proposition. The saving in transport costs such as carting and rail expenses is an item of greater importance than rates and taxes to most industries, and it is expected that now the department has proved itself such a successful liaison unit as between overseas and home traders, it will not confine its attentions to the development of shipping trade solely. The setting up of new industries in the Clyde area is one which is commanding the attention of all industrialists in Scotland. The land owned by the Clyde Navigation Trust is admirably placed, both as regards railhead and dock facilities, for the building of factories, depots, works, etc., and there is a clear indication that the Port will be developed on very ambitious lines in the future.

Within the past half year there have been several visits from highly placed officials from the Dominions, each one of whom has met and conferred with the home traders and the results of these visits have been most successful. If the same success is achieved with those concerns who are on the lookout for suitable sites on which to erect new works and have an eye to Glasgow, then the future prosperity of the Port is assured.

The outstanding feature of the past month was, of course, the opening of the new Shieldhall Dock by Their Majesties The King and Queen. The site of the dock named "King George V. Dock" is between Shieldhall and Renfrew, the whole scheme extending to about 700 acres with a river frontage of about two miles. The new dock is the first of six such docks included in the Shieldhall extension scheme to be undertaken by the Clyde Navigation Trustees at a cost estimated at about ten million pounds. When the scheme is fully completed it will add about six miles of deep water berthage to the Glasgow harbour. The length of the new dock is about half a mile and provides berthage accommodation for nine large liners. The quay walls are designed to provide a depth of 32 feet below low water in the berths and 44 feet at high water. The quays are equipped with single storey goods sheds and there is ample service in the way of sidings connecting up with the main railhead.

The equipment of the dock includes the latest type of loading and unloading machinery for all types of trades on which ships coming to and from Glasgow are engaged.

The cost of the construction of the quay walls, with the dredging of the basin, and the provision of transport facilities, etc., is estimated at about £1,500,000.

**£80,000 Coal Staith.**—The Tyne Improvement Commission has approved in principle the scheme for a new coal staith in the Tyne for the Hartley Main Collieries, Ltd., which is estimated to cost £80,000 and is a joint enterprise between that concern and the Commission.

**Luxury Liner Visits Tyne.**—The 20,000 tons Cunard liner, "Caronia," visited the Tyne on July 30th to pick up passengers for a fortnight's cruise to the Norwegian fjords. Her stay was a brief one. The "Caronia" has accommodation for 350 passengers and is 675 ft. long.

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# A Survey of World Tonnage.

THE ocean-going merchant marine fleets of the world were greater by 220 ships, of 2,000 gross tons and over, aggregating 1,732,452 gross tons, at the close of last year than at the close of 1929, according to a report recently completed by the United States Shipping Board. At the beginning of 1931, Great Britain maintained a commanding lead in volume of tonnage with more than 18,000,000 gross tons, while the United States remained in the second place with approximately half as much.

Owing to the scrapping programme of the United States Government, under which the Shipping Board is seeking to do away with vessels unlikely to be useful for active operation, the net total tonnage of the American fleets shrunk by 71 vessels of about 250,000 tons. The total volume of private American tonnage, however, was increased by 27 vessels and 240,000 tons during the year, these additions being accounted for largely by Government sales and vessels completed for mail lines operating in foreign trade.

Last year a total of 359 ocean-going vessels of 2,000 gross tons and over were placed in service by the principal maritime countries of the world. Of this number 139 were owned in Great Britain, 15 in the United States, 20 in Japan, 12 in France, 4 in Italy, 21 in The Netherlands, 71 in Norway, 13 in Germany, 12 in Sweden, 14 in Denmark, 5 in Spain, and 33 in other foreign countries. The 15 ships of the United States added 143,014 gross tons to her fleet, the number and gross tonnage being practically double the amounts added during the previous year, and exceeding in number and tonnage the new vessels constructed in any year since 1921.

Of the total world merchant fleet of 9,453 vessels aggregating 51,175,713 gross tons recorded as of January 1st, 1931, 8,338 were steamships with a total tonnage of 43,894,641 gross tons, the remaining 1,115 being motorships with a tonnage of 7,281,072 gross tons. More than 72.3 per cent. of the number and 62.2 per cent. of the tonnage of the ocean-going merchant fleets were cargo vessels, numbering 6,837 ships of 31,852,195 gross tons.

Combination passenger and freight vessels made up 14.8 per cent. of the number and 22.8 per cent. of the tonnage with 1,404 ships of 11,673,223 gross tons; and tankers accounted for 12.8 per cent. of the number and 14.8 per cent. of the tonnage, with 1,212 ships of 7,650,295 gross tons.

Net increases in merchant fleets by different countries were shown as follows: Great Britain, 16 vessels, 163,594 tons; Japan, 7 vessels, 128,889 tons; France, 15 vessels, 104,627 tons; Italy, 5 vessels, 63,335 tons; The Netherlands, 16 vessels, 157,204 tons; Norway 93 vessels, 633,344 tons; Germany, 13 vessels, 124,940 tons; Sweden, 9 vessels, 68,101 tons; Denmark, 14 vessels, 56,988 tons. Spain showed a decrease of two vessels but an increase of 12,640 tons; other countries increased by 105 vessels and 468,708 tons.

Great Britain's merchant marine exceeded all other countries on January 1st, 1931, both in number and tonnage, with 3,050 ocean-going vessels having a tonnage of 18,220,830 gross tons. The United States stood second with 1,624 vessels of 9,276,190 gross tons, while Japan was third in number with 631 vessels, and fourth in tonnage with 3,151,226 gross tons.

Norway was fourth in number with 575 ships and seventh in tonnage with 2,832,377 gross tons, Germany was fifth in number with 571 ships although third in tonnage with 3,286,542 gross tons, followed by France, Italy and The Netherlands in the order named with 542, 536 and 472 ships, respectively, and 2,838,023, 2,877,083 and 2,590,685 gross tons, respectively, while Spain, Sweden and Denmark complete the list of principal maritime countries with 205, 187 and 152 vessels, respectively, and tonnages of 801,504, 828,220 and 643,323 gross tons, respectively.

Only 14 of the 9,453 ships have a gross tonnage of 30,000 tons or more each, and these were owned by the five principal participants in the trans-Atlantic trade, the United States having 1, Great Britain 6, France 2, Italy 2, and Germany 3.

More than two-thirds of the total number, or 6,576 vessels, make a speed of less than 12 knots per hour, and only 42 are capable of 20 knots or more. Of the latter class 7 were owned in the United States, 17 in Great Britain, 2 in Japan, 5 in France, 6 in Italy, 4 in Germany, and 1 in The Netherlands.

About 20 per cent. of the total, or 1,815 vessels employed in ocean trade, were built prior to 1910, the United States owning but 87, Great Britain 354, Japan 147, France 111, Italy 238, Germany 116, The Netherlands 56, Norway 81.

Of the 8,338 steamships reported, 7,243 were propelled by reciprocating engines, 1,074 by turbines, and 21 by turbo-electrics. The motor vessels included 1,104 with Diesel motors and 11 motor-electrics. In addition to the 1,115 motor vessels, using oil for propulsion, there were 3,001 steamers using oil for fuel and 5,337 using coal.

The extent to which motor vessels are being utilized by the various foreign countries in their ocean trade is brought out in this report. Of the total of 1,115 ships of this type in service on January 1st, 1931, 327 were owned in Great Britain, 79 in the United States, 49 in Japan, 15 in France, 57 in Italy, 59 in The Netherlands, 238 in Norway, 75 in Germany, 77 in Sweden, 60 in Denmark, 16 in Spain, and 63 in other countries. Only three motor vessels of more than 25,000 gross tons were included, one of 32,650 tons being owned in Italy, one of 26,943 tons in Great Britain, one of 25,082 tons in France. The United States had no motor vessel of more than 15,000 gross tons.

A total of 604 motor vessels or about 54 per cent. were rated at speeds of less than 12 knots, and only three were reported as developing as much as 19 knots, all three being owned in Italy. Only 9, or less than one per cent. of the motor vessels in service were built prior to 1910, and 189 entered service during the year 1930. The latter group were owned 46 in Great Britain, 7 in the United States, 19 in Japan, 3 in Italy, 13 in The Netherlands, 65 in Norway, 12 in Sweden, 9 in Denmark, 5 in Spain, and 10 in other countries.

# News from the Ports.

**Port of Bristol. Trade with France.**—Following on the French Week held in Bristol in May, 1930, the Lord Mayor of Bristol, in company with the Chairman of the Port Authority and other leading representatives of the City of Bristol, recently paid a visit to Rouen and St. Malo, when opportunities were taken of discussing trade relationships with the shipping interests, and it is firmly believed that a great deal of good has been done. The liner connections between Bristol and France are the Worms Line with Havre and Paris, operated by Messrs. James & Hodder; the Hutchison Line with Bordeaux and Nantes, represented in Bristol by Messrs. Turner, Edwards & Co.; and the Ald Shipping Co. with the Channel Islands and St. Malo. The Head Office of the Port of Bristol Authority is at Queen Square, Bristol. The Acting General Manager is Mr. R. H. Jones, O.B.E., and Assistant General Manager Mr. Frank Brown.

**New Customs Regulations in Denmark.**—We call the attention of our readers to a letter appearing in our Correspondence columns from Messrs. E. A. Bendix & Co., of Copenhagen, dealing with the new Customs regulations which come into force in Denmark on September 1st.

**The 17,000 Tons Floating Dock,** built by Swan, Hunter, and Wigham Richardson, Ltd., for the Wellington Harbour Board, started from the Tyne on July 15th on its great adventure of a 13,500 miles voyage to New Zealand. It is being towed by two powerful tugs belonging to L. Smit & Co., of Rotterdam, who specialise in long-distance tows. The journey, which is via the Suez Canal and the Torres Straits, will be the longest on record, occupying several months. The total length of the dock is 584 ft. and it is 117½ ft. wide. Swan, Hunters have built more floating docks than any other firm in the world and have delivered them to all quarters of the globe.

**£500,000 Shipping Development.**—An important shipping development by the Tyne-Tees Steam Shipping Co., Ltd., was foreshadowed at Middlesbrough when a presentation luncheon was given to Mr. T. McDonald to mark his retirement from the position of manager of the Middlesbrough branch of that firm after 60 years' service. He was made the recipient of a gold watch, a mahogany bureau, and an illuminated testimonial from the Tees staff. Mr. F. Whitlock, Managing Director, of London, presiding in the absence of Sir Arthur M. Sutherland, Bt., said that the North East would benefit considerably as the result of an expenditure of half-a-million pounds on development work in London. The Clan Line had, he added, arranged to send its steamers to Middlesbrough regularly.

**Shipping, Engineering and Machinery Exhibition.**—The Shipping, Engineering and Machinery Exhibition will be held at Olympia from September 10th to 26th next.



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**Trade Ship for South America.**—On July 29th last, in the shipyards of Messrs. Cammell, Laird & Co., Ltd., at Birkenhead, the Earl of Derby christened the exhibition ship, "British Exhibitor," which leaves for South America on November 1st next. The vessel, which has been reconditioned for exhibition purposes, will be on view to the public in London from the time of her arrival during the latter part of August, until she sails on November 1st. Sir Charles Allom, K.B.E., head of the well-known firm of architectural contractors, has joined the Advisory Council of the company responsible for "British Exhibitor." Among the other members of the Council are Viscount Chaplin, Sir Max Muspratt and Sir Ernest Thompson.

**Belfast Commissioners Entertain Cork Harbour Commissioners.** — The visit of the Cork Harbour Commissioners to Belfast where they were entertained by the Belfast Commissioners, was a very successful and happy event. The Belfast Commissioners were glad to return the hospitality shown them on their visit to Cork in the previous year. These friendly visits were the outcome of the visit of some of the Cork Commissioners to Belfast for the trial trip of a cross-channel steamer on the Cork service, completed by Harland and Wolff in 1929.

**New Motor Vessel for Elder, Dempster & Co.**—The twin-screw mail and passenger motor vessel, "Achimota," built for the West African service of Elder, Dempster & Co., Ltd., by Harland & Wolff, Belfast, will reach Liverpool this month after trials on the Clyde. Measuring 460 ft. by 63 ft., and with a tonnage of 10,000, the vessel will accommodate 236 first and 64 second-class passengers.

**Watching Charges; Liverpool Agents' View.** — The question of watching charges of goods lying on the Liverpool dock quays is one which has a particular interest for Liverpool shipping and forwarding agents who, whilst thoroughly sympathetic with every effort to bring down port and traffic charges, yet remain to be convinced that their clients want abolition of watching. The Chamber of Commerce has had this matter under review and the Chairman of the Transport Committee, Mr. R. V. Edwards, states that it seems to him impossible to do away with watching on the quays; it would be offering a premium for pilfering. Therefore, he thought, watching would have to continue. In an interview with the writer, Mr. G. C. Horton, of Messrs. E. H. Mundy & Co., Chairman of the Liverpool Shipping and Forwarding Agents' Association, said there were many aspects to this question of watching charges, and so far as agents and their clients were concerned he was not aware that they had much of which to complain. They could be avoided altogether if importers did not leave goods on the quays, but if that meant incurring warehousing, no advantage whatever would result. At Manchester, of course, where the conditions are quite different, if importers want their goods to be watched they had to say so and meet the cost. Liverpool master porters say they lose money on watching goods, but one peculiar thing which struck him was that in cases where losses did arise, unless it were proved these occurred whilst goods were in the custody of the master porter, the claim had to be made against the shipowner. That was owing to the difficulty of assessing responsibility.

**Liverpool Shipping and Forwarding Agents' Association.**—There will be no meeting of the Liverpool Shipping and Forwarding Agents' this month on account of the holidays, which reminds us of the fact that Mr. J. A. Eckes, of Messrs. Langstaff, Erembert & Co., who is also Chairman of the Liverpool Chamber of Commerce, strongly expressed himself against the creation of another bank holiday in October, a suggestion which has originated with the seaside towns. Liverpool shipping and forwarding agents continue to be troubled and disturbed by the rates which are quoted from east coast ports to the continent. As these are so much lower than those from the west coast, Liverpool interests have suffered rather severely. It is learned that the question of high charges made by coastwise steamship companies for passing customs entries on goods arriving in Liverpool from the Irish Free State, has been under discussion in local commercial circles. The matter has been brought to the notice of the Coastwise Section of the Liverpool Steamship Owners' Association.

**The Fall in Shipping Values** was alluded to by Sir Arthur M. Sutherland, Bt., presiding at the annual meeting of the Sutherland Steamship Co., Ltd., in Newcastle. The trading profit for the year was, he said, £2,675 compared with £6,383 in the previous year and £30,646 in 1929. Shipping property which cost them £533,724 was now standing at £132,725, or one-fourth of its cost.

**Southampton Docks.**—A freight of more than usual interest was dealt with at the docks recently from the Hudson's Bay Company's steamer, "Blue Peter." This vessel brought a cargo of approximately 800 tons Newfoundland frozen salmon, and the packages, kept in refrigerated accommodation on board, were landed direct into cold store before being railed to London, etc., in special container vans. This was the first consignment of such a nature to be handled at the docks and it is confidently expected that with the availability of facilities necessary to the successful working of such traffic further cargoes may follow. Progress in connection with the construction of the new mammoth graving dock is being satisfactorily maintained in accordance with the time schedule of the Docks Engineer which allows for the completion of the dock by the latter part of 1933 when the new 73,000 ton Cunarder will be accommodated. The construction of the banks and the driving of steel sheet piling around the site of the dock were completed by July 1st and the contractors are now proceeding with the pumping out of the enclosed area and the construction of the dock in the dry.

**Permanent International Association of Navigation Congresses.**—The Minister of Transport announces that by invitation of the Italian Government the Permanent International Association of Navigation Congresses will hold its Fifteenth Congress at the Doges' Palace in Venice at the beginning of September next under the patronage of His Majesty King Victor Emanuel III., the Hon. Presidency of His Royal Highness the Duke of Abruzzi, and the presidency of Signor Giovanni, Giuriati, President of the Chamber of Deputies. His Majesty's Government in the United Kingdom propose to accept the Italian Government's invitation to be officially represented at the Congress. The Italian Government have asked His Majesty's Government to cause the invitation to be brought to the knowledge of, and extended to, private bodies and individuals interested in matters relating to inland navigation, harbours, docks, lighthouses, shipbuilding and kindred subjects. At the Congress questions will be discussed and papers will be submitted on the latest results obtained in the construction of ports and in internal navigation works and on economic and commercial problems and questions connected with the working of ports and waterways. Copies of the provisional programme and information as to membership of the Association and participation in the Congress can be obtained on application to the General Secretary, Permanent International Association of Navigation Congresses, 38, Rue de Louvain, Brussels.

**Port of Bristol Authority. Record Net Revenue.**—The annual report of Mr. R. H. Jones, Acting General Manager to the Chairman and members of the Bristol Docks Committee, states that last year's net revenue of £277,058 was the highest amount of net revenue earned by the undertaking. "Notwithstanding the general depression which prevailed throughout the year and became very severe during the latter part," the report states, "the register tonnage of vessels arriving from foreign ports and the quantity of foreign imports each constitutes a record for the port. The increases are largely attributable to the increased imports of grain and petroleum products. On the other hand, the position with regard to the general merchandise traffic, which is accommodated at the city docks, and to some of the liner services trading to Avonmouth has been disappointing. Reference was made in the report for the previous year to the decline in the Canadian services, largely owing to the shortage of grain shipments from Canada, and unfortunately this state of affairs continued throughout the past year."

**England's Waterways "On Eve of Great Revival."**—"We are of opinion that the long neglected, but invaluable waterways of the country are on the eve of a great revival." This statement forms part of a report issued recently by the Trent Navigation Committee of the Nottingham Corporation. "Economic demand," says the Committee, "must necessarily find its fulfilment in the cheapest form of transport, which is undoubtedly by water. We have noted with satisfaction," the report adds, "the great scheme propounded by the Grand Union Canal Company, involving an expenditure of over £1,000,000."

**The Old and the New.**—The Isle of Man is a popular centre of attraction for holiday makers. Douglas, the principal town can boast a quaint mixture of transport. There are still in use, on the front, horse-drawn trams, but, when it comes to touring of the Island, a little more speed and comfort is indicated; consequently, one of the very latest Commer Invaders with a 20-seater coach body has recently been put into service by an enterprising concern, and is proving exceedingly popular. The Invader, during the present season, has gained a firm foothold in several new markets; so, too, has its "stable companion" the Commer Avenger, which is a larger chassis and mounts a 32-seater body.

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# London, Midland & Scottish Railway.

## Commercial Re-organisation.

The London, Midland and Scottish Railway Company have carried out a re-arrangement of the Passenger and Goods Commercial Departments so that the travelling public and traders shall have increased facilities for obtaining information, and the settlement of many matters which previously it was necessary to refer to headquarters. This new organisation will come into being on October 1st next.

The re-arrangement involves alterations of the areas allotted to District Officers and the appointment of additional officers.

The Passenger Commercial work in the Chief General Superintendent's Department will continue under the control of Mr. Ashton Davies, who will be designated Passenger Manager, with a Divisional Passenger Manager at Glasgow. No change has been made with regard to the Chief Goods Manager's or Mineral Manager's functions.

In the case of District Management, the following are the points at which the officials are located, viz.:—

| District Passenger Managers. | District Goods Managers. | District Passenger & Goods Managers. |
|---|---|---|
| Birmingham | Birmingham | Abergavenny |
| Liverpool | Bolton | Barrow |
| London | Derby | Bristol |
| Manchester | Leeds | Chester |
| | Liverpool | Leicester |
| | London | Northampton |
| | Manchester | Stoke-on-Trent |
| | Sheffield | Swansea |
| | Warrington | Aberdeen |
| | Wolverhampton | Carlisle |
| | | Edinburgh |
| | | Inverness |
| | | Perth |

The following Commercial Officers deal with railway and steamship traffic, both passenger and goods:—

Irish Traffic Manager, Dublin.

Superintendent (Heysham Steamers), Belfast. (Traffic to and from Ireland.)

The Steamship Manager at Goole deals with steamship freight matters concerning traffic to and from the Continent via Goole.

The new arrangements will provide much more convenient access between the Railway Officers and the public by which information will be more readily obtained regarding all classes of transportation.

# Southern Railway Railhead Distribution Services.

"You need not send to the Station—the Station will send to you" is the new slogan of the Southern Railway to popularise the new Railhead Distribution Scheme and Freight Services Speed-up, which have been introduced by that Company. The Company have re-organised many of their arrangements for the conveyance of merchandise and goods traffic and introduced the very latest methods of transportation. These include, besides railhead distribution, "Container" services on a large scale, road motor horse boxes, and improved arrangements at the S.R. Thames wharves.

"The railhead distribution arrangement includes "a new rail and road service under which the Southern Railway will collect and deliver all descriptions of goods from and to your premises, or on to site if you are building, together with storage where required. Under the scheme a trader can send his goods in full truck loads by express freight trains at low rates, to be stored for a short or long period according to the circumstances, and then delivered to the local client by Southern Railway lorry as and when the sender instructs. In many cases a comprehensive charge is made."

The railhead distribution scheme gives a collection and delivery service from and to all places situated within a 10 mile radius of selected stations for full loads, such as grain in sacks, cake and meal for cattle and poultry feeding, fertilisers, etc., but it is applicable to almost any kind of article or commodity, though a small additional charge is made in the case of coal, coke, bricks, and materials requiring extra handling.

The new freight speed-up provides a service of quickly timed freight trains.

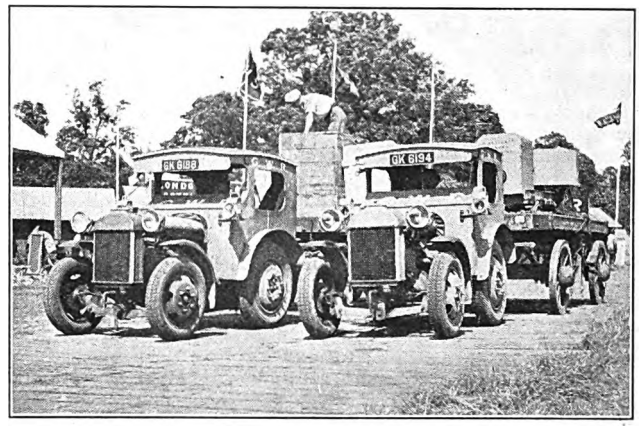
The Company has constructed many hundreds of special "Containers" which admit of all kinds of traffic being conveyed from door to door. Five types of "Containers" have been designed with carrying capacity varying from 2½ to 4 tons.

# Railway Notes and News.

**The Railway Barometer.**—The railway traffic receipts of the four group railway companies have now been published for the first 29 weeks of 1931 compared with the same period in 1930 and 1929, and are as under:—

| | 1931 £ | 1930 £ | 1929 £ |
|---|---|---|---|
| Passengers, etc. ... | 36,816,000 | 39,672,000 | 40,609,000 |
| Merchandise, etc. | 30,722,000 | 35,412,000 | 37,050,000 |
| Coal, coke, etc. ... | 18,048,000 | 19,236,000 | 20,313,000 |
| Total ... | 85,586,000 | 94,320;000 | 97,972,000 |

**Rail-Road Co-ordination. L.N.E.R. Development.**—An interesting feature is included in the L.N.E.R. all line time-table book for the Summer Services which commenced on July 20th. This consists of a small symbol (depicting a single decker bus) which has been inserted against the 380 different stations all over the L.N.E.R. system at which the railway services now make contact with one or more of the L.N.E.R. Associated omnibus companies' services, a complete list of which, together with the areas and districts served by road, are given in the back of the time-table. In placing the new symbol



**Fordson Tractors in the Service of the G.W.R.**—The Great Western Railway Co. use Fordson tractors for local haulage and the Company also had a large number in use at Warwick during the recent Royal Agricultural Show. Our picture shows two of them unloading in the showground.

in the time-table a contact station has been defined as a station which constitutes a terminus or point of call for an omnibus service, and where the joint rail-road service which is provided affords reasonable facilities for passengers to make through journeys. Arrangements have been made for the full road service time-tables and fares lists of the whole of the omnibus companies associated with the L.N.E.R. to be available at one hundred principal stations and town enquiry offices at the larger cities, towns and resorts where information as to co-ordinated services and necessary changes of vehicle can be obtained beforehand. The first rail-bus station in this country which has just been completed is at Norwich Thorpe, where the whole of the United Automobile Company's buses run to and from the L.N.E.R. station forecourt, a portion of which has been covered with a roof and fitted with a bus ticket office; bus passengers also have access to the station refreshment rooms, cloakrooms and waiting rooms just as train passengers.

**Linking up Farms and Villages.**—Hundreds of farms and villages, some as far distant as 10 miles from a rail depot, come within the scheme recently embarked upon by the L.M.S. Railway of providing 439 regular motor lorry services from 113 stations to out-of-the-way places. A fleet of powerfully built motor lorries, fitted with pneumatic tyres to avoid damage to conduits on farm buildings, is engaged upon this system of linking up farms and villages with the nearest L.M.S. Goods Depot.

**New Halt on the West Highland Line.**—The L.N.E.R. are to open a new halt at Fersit near Tulloch for the convenience of passengers.

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# Speciality Brakes.

## Their Details explained and Maintenance described.

(*Continued from page 387.*)

## IV.—Lockheed Hydraulic Brake.

The Lockheed hydraulic brake is manufactured in Great Britain by the Lockheed Hydraulic Brake Co., Ltd., Leamington Spa, and Brock House, Langham Street, London, W.

### Layout of the Lockheed Brake.

The items comprising a Lockheed hydraulic brake set are: A master hydraulic cylinder within a supply reservoir of special fluid;

A set of small double-ended cylinders, one in each brake drum, and the shoes and yokes for coupling the free ends of the shoes to the piston rods of the brake cylinders; and

The necessary connections and special flexible pipes between the master cylinder and the brake cylinders.

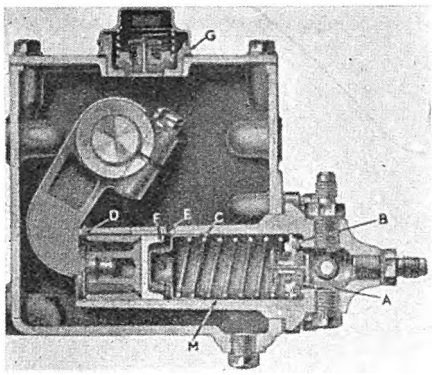


FIG. 1. INTERIOR OF MASTER CYLINDER AND FLUID RESERVOIR.

The master cylinder (M, Fig. 1) is within the supply tank upon which is mounted the pedal. The master cylinder is submerged in the fluid, thereby protecting the system at this point from any danger of taking in air, dirt or water.

Directly forward of the master piston cup (when in the "off" position) is a port hole, E, through the wall of the cylinder, and any rise in temperature causing the fluid in the braking system to expand, allows it to pass through the port to the supply tank. Any drop in temperature will cause the fluid to flow back through the port E.

The brake-pedal must be set so that the master piston cup is back or clear of the port when brakes are in the "off" position.

The return of the piston in the master cylinder to its "off" position is by a return spring, C, within the master cylinder. In the head of the master cylinder, held in place by a return spring C, is a combination inlet and outlet check valve.

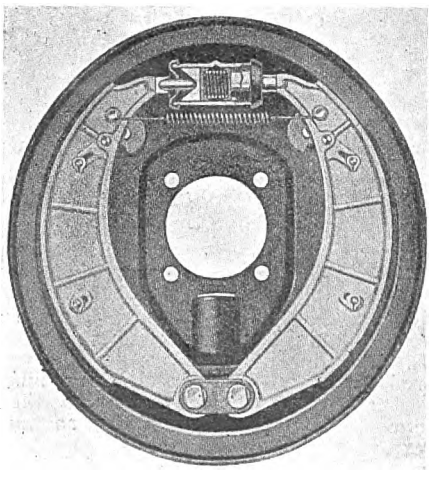

FIG. 2. BRAKE-DRUM INTERIOR SHOWING DOUBLE-PISTON HYDRO-CYLINDER, ETC.

When the brake pedal is applied, the master cylinder piston is pushed forward. This opens the outlet check valve A, and the fluid is forced through it into the system. When the brake pedal is released, the master piston return-spring forces the piston back to its "off" position against the stop D. Simultaneously the return springs in the brake drum cylinder are forcing the liquid back through the inlet check valve B until the fluid pressure balances the effort of the master cylinder return spring, when the inlet valve closes.

If the return of fluid be insufficient to equal the displacement caused by the return of the master piston, a vacuum is created in the master cylinder sufficient to cause the master piston cup F to turn in at the lip and allow fluid to by-pass from the supply tank into the master cylinder, through the 6 holes in the master piston. Any excess fluid by this means introduced into the system will pass freely into the supply tank through the port E, when the master cylinder piston returns to its "off" position.

The pipe line from the master cylinder to the brake drum is of stout gauge copper piping, and the unions for the piping and connections are of the flared-end type. Suitable flaring tools for them can be supplied.

The flexible connections (which provide for the steering movement and displacement of the suspension springs) are manufactured expressly for this purpose.

The brake cylinders are attached rigidly to each brake drum back plate (Fig. 2) and are fitted with opposed pistons, the stems of which are connected to the brake-shoe ends. The open ends of the cylinders are fitted with rubber boots to prevent the entry of dust and dirt. The fluid enters the cylinder between the opposed pistons. At the uppermost position and between the opposed pistons is a bleeder valve required for expelling all air when filling the system.

### How it Functions.

When pressure is applied to the brake-pedal, the piston within the master cylinder (Fig. 1) with which the pedal is mechanically connected is forced forward and causes a displacement of the fluid through the entire pipe line, which causes the shoes to come into contact with the drums with an equalised pressure on all four wheels.

When pressure on the pedal is released, the brake shoe return-springs force the brake pistons to their original "off" position, and the liquid is forced out of the cylinders and through the line back to the reservoir. (Fig. 1.)

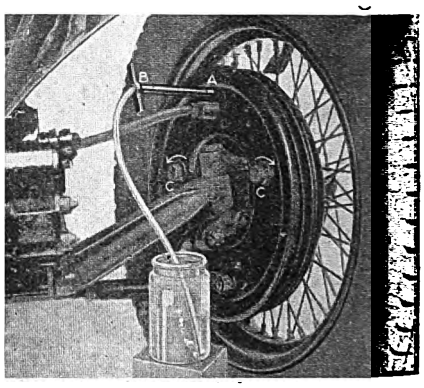


FIG. 3. SHOWING METHOD OF "BLEEDING" A LOCKHEED BRAKE UNIT.

### Maintenance Hints.

The supply tank of the master cylinder should be inspected once a month. If the fluid level is found to drop rapidly, it is an indication of a leak at some point in the system. It should be kept filled to within an inch of the top.

The system should be drained and the fluid filtered after, approximately, 10,000 miles service. If for any reason the fluid should appear to have become excessively dirty the system should be cleaned by pumping fresh fluid through the line and refilling with "Lockheed" brake fluid. A general external inspection of the whole system should be carried out also to ensure that no pipe lines have become displaced in the frame, also that the hose connections are in good condition and free from chafing marks caused by contact with the chassis.

If "Lockheed" brake fluid only is used, the rubber caps and valves throughout the system the makers claim will remain unaffected indefinitely. This fluid is supplied in sealed containers (with a distinctive orange label) holding a pint (3s. 6d.) and a quart (6s.).

Adjustment is only necessary periodically to compensate for wear of the brake lining.

Paint, grease, oil, or other foreign substance on the brake lining must be removed by cleaning the lining with petrol or alcohol, or, if dismantled, by the heat of a blow lamp, and roughening the surface with a file or wire brush. If the lining be so saturated with grease or oil that cleaning will not correct the unequal braking effect, it will be necessary to reline the brake, using the same make and quality of lining as on the other shoes. The toe and heel of the linings should be filed down for a distance of ⅛ in.

### How to Adjust the Brake Shoes.

When the shoe facings have worn to a point where the brake-pedal almost goes to the floorboard, it is necessary

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to adjust the brake shoes into closer relation to the brake drums by rotating the cams provided for that purpose.

To do the job:—raise car on jack until wheels revolve freely. Place spanner in a horizontal position on adjustment bolt (C, Fig. 3), spin wheel, then pull on spanner towards the ground until the shoe is brought in contact with the drum. Now back off adjustment slightly by lifting spanner upwards until wheel revolves without any appreciable drag. Repeat the above operation on each wheel, doing each shoe separately. The adjustment bolts are frictionally held.

Use the same kind and thickness of lining on all four wheels.

**To Remove the Brake Shoes and Cylinders.**

Unhook the brake-shoe return springs and release brake shoe anchor pins, after which the shoes may be pulled off. In assembling, these operations are reversed.

To remove brake cylinders:—Disconnect copper tubing from hose union at the frame, then remove nut and lock washer, when hose union may be removed from bracket. Unhook brake shoe return spring. Removal of the set screws holding cylinder to brake dust shield allows cylinder with flexible hose attached to be withdrawn from shield. The same procedure applies to the rear brake cylinders, except that the copper tubing must be disconnected at the cylinder inlet.

**To Remove the Brake Cylinder Cups.**

The rubber boots on either end are first removed, the pistons are withdrawn followed by the cups. The spiral spring placed between the brake cylinder cups serves to keep the cups in contact with the pistons at all times.

**To Remove the Master Cylinder from Supply Tank.**

Take out the drain plug in the bottom of the supply tank and draw off the fluid. Disconnect the pipe line, remove the set screws holding the cylinder in place, and withdraw cylinder. Before assembling a cylinder the bore should be thoroughly cleaned and washed with alcohol or Brake Fluid, but not with paraffin, petrol, etc. The bore should be free from any score marks, rust, corrosion, or pits. It is advisable to use new cups when refitting a cylinder. Cup and piston should be dipped and cleaned in brake fluid before replacing the cylinder.

**To "Bleed" the System.**

"Bleeding" is necessary only when some part of the hydraulic mechanism has been disconnected. Following is the method for this job:—Remove the floorboard and unscrew the plug (G, Fig 1) in the top of the master cylinder supply tank, taking care to keep dirt from getting into the opening. Fill the supply tank with Lockheed brake fluid.

A bleeder screw or valve projects at a slight upward angle from the centre of each brake drum cylinder (A, Fig. 3), the outer end of which is provided with a hexagon shoulder to receive a wrench. The passage through this valve is threaded to receive a set-screw, the head of which is also hexagon shaped. Remove this set screw with wrench (B, Fig. 3) after which the nipple at the end of the rubber drain tube (which has already been passed through the bore of the wrench) may be screwed in place.

Open the valve (about three-quarters turn of the wrench) and allow the free end of the rubber tube to hang into a clean glass container. Depress the brake pedal by hand, allowing the return spring to return the pedal to its released or "off" position. Approximately ten strokes of the pedal will be necessary to bleed each cylinder.

Working the brake pedal gives a pumping action which forces fluid through the tubing and out at the wheel cylinders, carrying with it any air that may be present.

When bleeding, the *master cylinder supply tank* should be more than *half full of fluid, otherwise air will be drawn into the system* at this point, necessitating rebleeding. As each wheel cylinder is bled, the bleeder valve is to be shut off tightly with the wrench; the tube removed, and the set screw replaced. When the bleeding operation is completed, the supply tank should be refilled and filler plug replaced.

**Running Hints.**

Excessive travel of the brake pedal indicates that the brake shoes need adjusting closer to the brake drums. As a test operate the brake pedal three or four times quickly. A volume of fluid sufficient to take up the shoe clearance will be introduced quickly into the system and the pedal will return momentarily to its normal position. The remedy is: carefully adjust brakes as above detailed.

If the pedal when depressed travels beyond the normal with a certain "springiness," there is air present in the system. The system will require to be bled, when the customary solid feeling of the pedal will be regained.

If a leak has developed, it will be indicated if under sustained pressure the pedal descends slowly while still retaining its solidity. Examine the pipe line carefully for faulty connections, and tighten all nuts, etc., where necessary and examine all the brake cylinder cups for dirt or wear. If at all damaged, replace them.

Brakes remaining on when pedal is released if not due to misadjustment of the brake shoes or tight fitting shoe anchor pins, will be traced to the pedal, which will be found to be slightly "on," thereby not allowing the master cylinder cup to uncover the vent hole in the master cylinder barrel, so that the fluid, expanding under heat, and having no outlet, keeps the brake shoes in contact with the drums. The pedal should be adjusted to give (approx.) ½ in. of free movement at the pedal pad before any resistance is felt. The slot in the foot board must be kept well clear of the pedal in its "off" position.

If the master cylinder piston does not return after the foot pressure is released from the pedal, dismantle the unit. It may be found that the master cylinder cup has swollen considerably, but this condition can only arise because of foreign oils or spurious brake fluid having been used in the system at some time. All cups and valve rubbers should then be removed, the system thoroughly cleansed with brake fluid only (not paraffin or petrol) and new stock fitted.

Brakes "grabbing" or unequally pulling emanates from the brake shoe and drum equipment. Examine (a) the brake lining, which should be clean and free from oil and grease; (b) the rivets, which should be well sunk below the surface; and (c) the ends of the linings on all shoes, which should be relieved for at least ¾ in. with a file.

"Pulling to one side" often occurs with new or relined brakes if the linings have not been thoroughly bedded in.

Our next article will deal with the **Westinghouse Air-brake** in both forms.

## Liverpool Horse Parade.

LIVERPOOL'S annual parade of horses, most of them Shire horses working in the city, was this year part of the attractions at the Royal Lancashire Agricultural Show, held at Liverpool during the August Bank Holiday week-end. Usually the competitions are held in May. Here is a summary of the main results of particular interest to Merseyside cartage contractors.

Liverpool Cart & Motor Owners' Association, Ltd. Challenge Cup for the best team of two horses by cartowners plying for hire within a radius of six miles from the Liverpool Town Hall. 1st, Hobbs & Clark; 2nd and 3rd, Liverpool Cartage Company. W. Roberts & Son (Cup).

William Edwards Cup for the best mare or gelding; to be competed for by cartowners plying for hire within a radius of six miles from the Liverpool Town Hall. 1st, Liverpool Cartage Co.; 2nd and 3rd, Hobbs & Clark. J. West & Son (Cup).

The Liverpool Cartage Co., Ltd. Cup for the best mare or gelding working regularly in the city of Liverpool and borough of Bootle for five years and upwards in one continuous employ. W. Harper & Sons.

Peter Balmer & Sons Cup for the best mare or gelding to be competed for by owners of a stud of not more than 30 horses. Wm. Harper & Sons.

Chas. A. Still Cup for the best mare or gelding; to be competed for by cartowners entirely dependent upon plying for hire for a livelihood in the city of Liverpool and borough of Bootle, having a stud of not more than ten horses. H. Hughes.

F. Alderson, Ltd. Cup for the best group of ten horses (mares or geldings). Liverpool Cartage Company.

Smith & Bateson Cup for the best group of four horses. Hobbs & Clark.

Peter Walker & Son Cup for the best team of two horses. Peter Balmer & Sons.

Medals and Premiums presented by the Shire Horse Society. Silver medal for best single horse or mare, Liverpool Cartage Co. Silver medal for team of two horses (mares or geldings), Hobbs & Clark. Silver medal for reserve team of two horses (mares or geldings), Peter Balmer & Sons.

W. T. Roberts Silver Challenge Cup for the best two-wheeled turn-out (light horse over 15 hands). 1st, J. Winn, Smithdown Road. 2nd, E. Rushton Walton. 3rd, John Hogg, Parkfield Road.

**Meals for Bus Travellers.**—An ambitious scheme for establishing a series of canteens or cafés on the motor bus road between Glasgow, Newcastle and London, linked up one with another, is being mooted. The idea is to have meals ready to order, so saving valuable time en route.

**Liverpool's Fewer Stables.**—It may interest Liverpool cartowners to know that there has been a decline in the number of local stables by 660 in the last nine years. Stables now in use number 1,417. In 1921 the number of horses was 9,940; to-day it is about 7,200.

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# Law Cases.

## THESE SPEED LIMITS.

When Herbert C. Scott, of Shrewsbury, was summoned at Frodsham for having driven a heavy motor lorry and trailer at a speed exceeding eight miles per hour, Mr. H. M. Bidgeon, of Liverpool, who appeared on his behalf, said the lorry had pneumatic tyres and the trailer had solid tyres, and there did not appear to be any speed stated in the schedule of the Road Traffic Act for a combination of these vehicles. It was laid down that vehicles with pneumatic tyres were permitted to travel 16 miles per hour, and those with solid tyres eight miles per hour. He suggested there should be some halfway measure provided for such a combination. The case was dismissed on payment of costs.

## FURNITURE DESTROYED.

In the Bow County Court, before Judge Higgins, K.C., Emanuel Kramer, of 48, Columbia Road, Hackney Road, E., cabinet manufacturer, sued Amy Miriam Hart and George Ernest Hart, of 36, St. Andrew's Road, Higham Hill, Walthamstow, to recover £96 12s. 6d. The plaintiff alleged that on February 5th, the male defendant agreed to carry a load of furniture to Newcastle and Sunderland for £6 10s., and it was part of the agreement that it should be safely delivered. The value of the furniture was £84 12s. 6d., and the balance of the claim was made up of expenses incurred after the motor van belonging to the female defendant was burnt out at a little past Grantham. It was suggested that the damage was caused through a lighted oil lamp being placed near the petrol tank when it was being filled, which caused the vapour to ignite. The male defendant, on the other hand, claimed that he was not acting for the female defendant as her agent, but for himself, and he counterclaimed for negligence on the part of the plaintiff in placing an oil lamp with a cracked glass close to the petrol tank, from which the stopper had been removed. He also claimed personal injuries for himself, the value of the lorry, £45, in all £100.

Mr. Franks appeared as counsel for the plaintiff, and Mr. Taylor, barrister, for the defence.

Counsel said that the parties had agreed that subject to liability, the value of the furniture in the van was £75.

Police-Sergt. Samuel Ellis, said that on February 7th, at 7.30 a.m., he was summoned by telephone to a spot just outside Grantham, and found a lorry upside down on the grass burned out. A brass oil lamp was found in the ashes at the rear of the engine. He arrived on the spot, and saw George Ernest Hart, who told him that he was a removal contractor and that he contracted with Kramer to carry five bedroom suites to Sunderland and Newcastle. He gave an account of the journey as far as Grantham and said that at 2.30 on the Saturday morning, he, with his mate Rawlings and the plaintiff Kramer, started out for Sunderland. A little later, the engine back-fired, and he thought petrol was needed. The petrol tank was underneath the seat, and he directed the two men to get out so that he could get at it; no one was smoking. He took hold of the spare drum of petrol and took the cap off the tank when there was an explosion which blew him into the ditch by the roadside, and the lorry was destroyed by fire. The witness went on to say that he was told by Harold Edward Rawlings, cabinet makers' improver, of 60, Milford Road, Buxton Road, Walthamstow, that Hart asked him to get the petrol from the back of the lorry, which he did. It was very dark, and Kramer suggested using one of the side lamps. Hart did so, and put the lamp on the seat over the petrol tank, and he thought some of the petrol must have splashed over the tank and started the fire.

The plaintiff gave evidence and said that at the time of the explosion the lamp was placed at the side of the petrol tank by Hart; he did nothing with it.

For the defence, Mr. Hart gave evidence and said that the plaintiff had on a previous occasion lifted a side lamp off, and placed it near the petrol, and he put it back. At the time of the explosion while he was filling the tank, plaintiff put the lamp at his side, and he had no time to move it, and this was corroborated by Rawlings, the mate of the lorry.

Judge Higgins stopped the case and entered judgment for the defendant on the claim, with costs, but also dismissed the counterclaim, with costs against the male defendant.

## COACH OWNERS SHOULD NOTE.

At the West London Police Court on June 23rd, before Mr. Bingley, Premier Line, Ltd., Leysfield Garage, Shepherd's Bush, were summoned for using a stage carriage—alternatively an express carriage—without a road service licence.

The summonses related to a journey made by one of the company's coaches on April 1st, from London to Sunbury Common, Middlesex.

Mr. E. B. Knight (for the police) said that, although the company applied for a road service licence for this service within the prescribed period, it was alleged by the prosecution that the service was not in operation on or before February 9th, and was not, therefore, provisionally protected pending the hearing of the application by the Traffic Commissioners.

Evidence was given by police officers who travelled on the coach on April 1st, and by two ticket inspectors employed by the London General Omnibus Co., Ltd., who stated that they first saw a Premier Line coach passing through Kingston-on-Thames en route to Sunbury Common on May 27th.

In cross-examination one of the inspectors agreed that Green Line coaches also worked the Sunbury Common route. He could not remember when the Green Line service started, but he believed it was in December.

Mr. Winfrey (defending) pointed out that there was no evidence that the Premier Line service was not in operation on or before February 9th. His main contention, however, was that the summonses must fail because the information had not been laid—as the Act provided—by a person specifically authorised to do so; and he recalled that a similar objection had already been upheld by another Metropolitan magistrate.

Mr. Bingley: I have the utmost respect for my colleague, but I am not bound by his views.

Continuing, counsel drew attention to the fact that the information on which the summonses were granted, bore the rubber-stamped signatures of the Superintendant of the Carriage Official and Assistant-Commissioner Elliott. He asserted that there was nothing to show that the prosecution was at the instance of any person specifically authorised, such as the Traffic Commissioners or the Commissioner of Police.

Mr. Knight observed that the information was on the ordinary printed form authorised by the Commissioner of Police for general use.

Mr. Winfrey: But the Act says that directions must be issued by the Commissioner himself.

The magistrate: I am against you.

Mr. Winfrey: Then I ask for a case to be stated.

The magistrate: Certainly. If I am wrong I shall be put right.

A penalty of £15 and five guineas costs was imposed on the summons relating to a stage carriage, the second summons being withdrawn.

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**Those Licences Again.**—Despite the many notices that have been issued on the subject, the Royal Automobile Club is still defending a large number of motorists every week, who have been summoned for failing to sign their driving licences. Every driver, be he car, motor cycle or commercial vehicle, is now required by law to sign his driving licence as soon as it is issued.


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INDIA

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# Publications Received.

The Law of Running-down Cases. By Edward Terrell, Barrister-at-Law (Butterworth & Co. (Publishers), Ltd., Bell Yard, Temple Bar, London. Price 15s. net.) As the author points out the critical reader might possibly take exception to the use of the phrase "running-down" in the title. It has, however, been uttered by so many judicial lips as to have become the legal expression for an accident case. This book is an exhaustive treatise upon the subject to which it is devoted. The Plaintiff's case is covered in Chapter I. In an action claiming damages for injuries suffered as a result of negligence it is the plaintiff who avers the negligence and therefore the burden of proof rests upon him and how he should set about doing this is dealt with fully by the author, and the judgments given in decided cases are explained. The author then proceeds to hold a brief for the defendant and here again one is told exactly what one should do and how the Courts have ruled on various points. Another chapter is devoted to the all important question of damages, and Chapter V deals with "Master and Servant and the principle of control." Other chapters deal with:—Carriers of Passengers; Contracting out of liability for negligence; Identification; The Preparation of a Road Accident Case; Lord Campbell's Act. The Road Traffic Act, 1930, is printed in full and the fourteen page index to this Act which is printed in the early part of the book enables one to find instantly any particular provision of this voluminous Act. The Highway Code is given in full with illustrations showing how the signals to be given by those regulating traffic as well as those to be given by drivers should be carried through.

Scrutton on Charterparties and Bills of Lading. By S. L. Porter, M.A. and W. L. McNair, LL.M. (Sweet & Maxwell, Ltd., 2 and 3, Chancery Lane, London, W.C.2. Price 33s. net.) This is the thirteenth edition of the publication bearing the title "The Contract of Affreightment as expressed in Charterparties and Bills of Lading," by Sir Thomas Edward Scrutton, one of the Lords Justices of His Majesty's Court of Appeal. The last edition of this work was completed by the present editors on February 13th, 1925, just six weeks after the Carriage of Goods by Sea Act, 1924, came into force. The effect of the Act, which could only be forecast at the beginning of 1925, has now been dealt with by the experience of its working over a period of five years. The present edition has been carefully revised throughout and the necessary additions and corrections made. Occasionally small portions of the work have been re-written when changes in or amplifications of the law have required it; e.g., that part of Article 89 in which the meaning of navigation and management of the ship is discussed. The contents of the book include a table of cases occupying 80 pages. Thereafter the contents are divided into 14 sections and 7 appendices. The following are the headings of the sections:—(I) Nature and Construction of the Contract; (II) Parties to the Contract; (III) Representations and Undertakings in the Contract; (IV) Performance of Contract: Loading; (V) The Bill of Lading as a Document of Title; (VI) Liability of Shipowner for Loss of, or Damage to, Goods Carried; (VII) The Performance of the Contract: The Voyage; (VIII) Performance of the Contract: Unloading; (IX) Demurrage; (X) Freight; (XI) Lien; (XII) Damages; (XIII) Jurisdiction; (XIV) The Commercial Court.

The Law of Transport by Rail. By J. D. I. Hughes, M.A., B.C.L., Barrister-at-Law. (Longmans, Green & Co., Ltd., 39, Paternoster Row, London, E.C.4. Price 5s.) It is stated by the author that the book is an attempt to state shortly the principles governing the law of transport by rail, with special reference to the modifications introduced by the Standard Terms and Conditions for the carriage of merchandise. He states he has attempted to give a reasoned exposition of the subject, which can be amplified wherever desired by anyone who is lecturing in this branch of the law, and he has written in the belief that if knowledge of law is spread beyond the confines of the profession the legal reasoning must not be shirked or supplanted by mere disjointed information however useful. The author acknowledges his indebtedness to Mr. J. W. P. Mosley, Barrister-at-Law, for his assistance in reading the proofs and for suggestions. The contents are divided into five parts preceded by an index to cases quoted. The first part is divided into seven chapters the subjects dealt with being as follows:—

Part 1. Carriage of Goods.

Introduction.
Chap. I. The extent of liability for the Carriage of goods (other than live stock and improperly packed goods) consigned at Company's risk.
Chap. II. Preservation of liabilities for safety of goods within the Carriers Act, 1830.
Chap. III. The extent of liability for the Carriage of goods (other than live stock or improperly packed goods) consigned at owner's risk.
Chap. IV. The extent of liability for delivery of goods (other than live stock and improperly packed goods).
Chap. V. The extent of liability in respect of live stock, damageable goods not properly protected by packing, and fuel.
Chap. VI. The legal relation between consignor, carrier, and consignee; and obligations of the consignor.
Chap. VII. The termination of transit and its effects.

Part. II. Statutory Control of Railways.

Chap. I. The Minister of Transport, the Railway and Canal Commission, and the Railway Rates Tribunal.
Chap. II. The Law applied on questions of Rates, Facilities, and undue preference.

Part III. Carriage of Passengers and their Luggage.
Part IV. The Principles Governing the Recovery of Damages.
Part V. Transport by Road and Air.

Index.

Road Traffic Law. By F. Llewellyn Jones, LL.B., M.P. (Sweet & Maxwell, Ltd., 2 and 3, Chancery Lane, London, W.C.2. Price 21s. net.) This is a publication which every user of the road should find of inestimable value. To the majority of us the Road Traffic Act, 1930, has been rather a source of confusion, than a simplification of the previous multitudinous laws and regulations governing the use and construction of vehicles, etc. Mr. Llewellyn Jones, who is a solicitor, H.M. Coroner and M.P. for the County of Flint, served on the standing committee of the House of Commons to which the Government Road Traffic Bill was referred; therefore, he had a unique opportunity of becoming familiar with every detail of the Bill and the Act as it now stands. He explains the delay in publishing the book as being due to the fact that it was deemed advisable to defer publication until all the regulations under the Act had been issued. Following an introduction, each of the six parts of the Act are dealt with, the text of each part being given together with notes, then there follow a list and text of regulations made by the Minister of Transport and there is a schedule of offences and punishments. It is an exceedingly useful book of reference and should be welcomed by the road carrying industry.

The History and Economics of Transport. By Adam W. Kirkaldy, M.A., B.Lit. (Oxon.), and A. Dudley Evans. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 16s. net.) This book is divided into five parts and deals mainly with Railway, Canal, Shipping and Ocean transport and Civil Aviation which subjects occupy 387 pages and there are appendices which bring the total contents of the book up to 449 pages. It is said in the preface that the aim of the volume is to assist the study of transport and consequently much that has been written is elementary; that there is also much that, necessarily, is sketchy, because with a subject so comprehensive, it has been found impossible to deal in detail with every branch. This is obvious from the fact that road transport, which has become one of the major land transport systems, is, with the exception of a few brief references, entirely omitted. This new volume is the fifth edition, the first having been published in 1915. Concerning the fifth edition, the authors state that the demand for it has enabled them to bring the volume up to date, and this has been done by means of some additional sections and the inclusion of the most recent figures to tables and appendices. Among the interesting additions are those of the "American Railways Since the War" and "Recent Development in Aviation." It is stated in the preface that the purpose of the book is mainly for use in Universities and other teaching Institutions as well as for the business man whose daily affairs bring him into close contact with the problems of transport. In the introduction methods of transport and their development are dealt with, mainly historically. Part one deals with the Railways in the United Kingdom and Abroad and is divided into eight chapters. Chapter one traces the development from the period when George Stevenson successfully demonstrated the merits of his locomotive, the considerations which led up to the adoption of the 4 ft. 8½ in. gauge until the time when the latter was standardized in the year 1892 at which date the last of the old broad gauge disappeared. Chapter two deals with some of the initial difficulties such as amalgamations which were at that time discouraged by Parliament; the prejudice against all railways and the development of towns in consequence of canals and railways. Chapter three deals with the evolution of trunk lines. Chapter four with railway and canal and light railway commissions. Chapter five with working agreements between different railway companies. Chapter six with the final stage of amalgamation. Chapter seven deals with the railways of the United States and chapter eight with the European railways. Part (2), divided into eleven chapters deals with railway and canal economics. In this part the question of state ownership or private ownership is considered and railway statistics and account systems. Canal economics are considered separately and the subjects dealt with are capital revenue and traffic, difficulties of the canal system, advantages of water transport, recommendations of the Royal Commission (appointed March, 1906), and development since the Royal Commission's report. Part three, dealing with shipping and ocean transport, gives a historical sketch of the earliest shipping down to modern times. Part four deals with civil aviation and part five with railways and canals since 1927.

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# News from all Parts.

**Highway Code Competition.** — The National "Safety First" Association (Inc.) announces that questions have been raised as to the legality of the competition which it organised for the purpose of directing attention to the principal safety provisions contained in the Highway Code. The Committee has therefore decided that, under all the circumstances, the wisest course is to abandon the competition forthwith, and to return to the competitors their entry fees. This will be done as soon as possible.

**Institute of the Motor Trade.**—The Twelfth Examination of the Institute of the Motor Trade will be held in London and the Provincial Centres on October 9th, 1931, commencing at 10 a.m. The Council are offering Gold, Silver and Bronze Medals for the three Candidates securing the highest number of marks in the 1931 Examinations (April and October). Candidates desirous of presenting themselves must give notice to the Secretary on or before September 11th next. Full particulars and entry forms can be obtained on application to the Secretary, The Institute of the Motor Trade (Inc.), 157, Great Portland Street, London, W.1.

**Ruston & Hornsby Engines.** — We understand that Ruston & Hornsby, Ltd., of Lincoln, have been favoured with instructions from the Metropolitan Water Board to supply a further vertical oil engine, five cylinder, for the Honor Oak Pumping Station. Two Ruston airless injection engines of 200 b.h.p. each were ordered in 1929 for the same station.

**Twenty Eagle Hygienic Refuse Collectors for Plymouth Corporation.**—The Eagle Engineering Co., Ltd., Eagle Works, Warwick, have now delivered twenty of their patent hygienic refuse collectors to the Plymouth Corporation, ten of these were mounted on Vulcan chassis, and ten on Karrier chassis. The capacity of the body is 10 cubic yards. The body is of all steel construction, fitted with pedal operated covers, which prevent the dust being blown about while loading. The taildoors are hinged vertically in two halves, and the body is tipped by an Eagle hydraulic tipping gear.

**FORTHCOMING EVENTS.**

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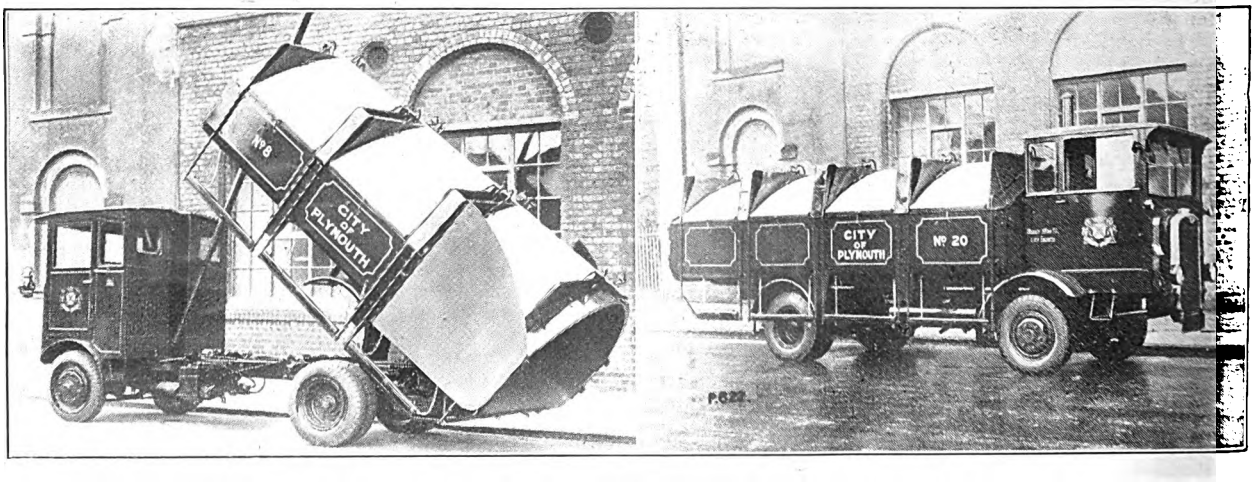
| Sept. 10—26. | Shipping and Engineering Exhibition, Olympia, London. |
| Nov. 5—14. | Commercial Motor Transport Exhibition, Olympia, London. |
| Nov. 16—21. | Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall, London. |
| Nov. 26. | The Motor and Cycle Trades' Benevolent Fund. Annual Banquet. |
| Nov. 28—Dec. 6. | Paris. Commercial Motor Exhibition. |
| Dec. 7—11. | Smithfield Club Cattle Show, Royal Agricultural Hall, London. |

**Motor Ball and Carnival. Motor and Cycle Trades Benevolent Fund.**—H.R.H. Prince Arthur of Connaught has graciously consented to act as Patron of the Fifth Annual Motor Ball and Carnival in aid of the Motor and Cycle Trades Benevolent Fund. The Ball is to be held at Grosvenor House, Park Lane, London, on the Wednesday in Motor Show Week, October 21st. Sir George Beharrell is President of the Ball. Prices of Boxes are as follows:—On the floor: boxes to hold four, £10 10s.; six, £15 15s.; eight, £21; twelve, £31 10s. In the balcony: boxes to hold four, £7 10s.; six, £10 10s.; eight, £15; twelve, £21. There will be three special boxes each holding approximately twelve persons at one end of the balcony. That in the centre has been booked by the President, Sir George Beharrell, and the other two will be sold to the highest bidder with a reserve price of twenty-five guineas on each. Bids should be sent without delay to the Secretary who will immediately advise all bidders of the progress of the auction. The Secretary and Organiser, Mr. A. H. Dawson, 42, Bedford Row, London, W.C.1, will be glad to furnish full details to any of our readers who will apply.

**Vehicle Exhibits at Royal Lancs. Show.**—Many firms of motor manufacturers were represented at the Royal Lancashire Agricultural Show, held at Liverpool July 30th to August 3rd. The principal transport stands were those of the following firms:—Messrs. W. Watson & Co., Ltd., Liverpool (Morris Commercials); A. W. Webb, Ltd., Liverpool (Fords); R. A. Dyson & Co., Ltd., Liverpool (trailers); Old Trafford Motor Engineering Co., Manchester (Dennis lorries); J. Pullan & Co., Ltd., Liverpool ("Manchester" and Willys commercial vehicles); Garlick, Burrell & Edwards, Ltd., Liverpool (farmers' wagons and cattle trucks); Fodens, Ltd. (steam wagons); West Coast Motor Co., Ltd., Liverpool (Dodge vans); J. Blake & Co., Liverpool (Fords and Fordsons); H. C. Slingsby, London (trucks); Merryweather & Sons, Ltd. (fire engines).




"EAGLE" HYGIENIC REFUSE COLLECTORS FOR PLYMOUTH.

**Argentine Chamber of Commerce in Great Britain.**—The President of the Argentine Chamber of Commerce in Great Britain advises us that the offices of this Chamber have recently been moved from its former address at Regent Street, London, to the present quarters at River Plate House, 12/13, South Place, E.C.2. Mr. W. S. Barclay, until late, General Secretary of the British Empire Trade Exhibition of 1931 in Buenos Aires, has been appointed General Manager of this Chamber.

**Tender Accepted.**—The Minister of Transport has accepted a tender submitted by Sir William Arrol and Company, of Glasgow, for the dismantling of the three existing bridges and the erection of three new swing bridges operated by petrol driven machinery at Fort Augustus, Aberchalder and Laggan on the Caledonian Canal.

**Flying to the T.T.**—The R.A.C announces that arrangements are being made for a special air liner to fly from London to Belfast for the R.A.C. Tourist Trophy Race on Saturday, August 22nd. The liner will be of the latest three-engine type and will call at Liverpool on both the out and home journeys. It will have accommodation for twenty passengers. The service is being organized by British Air Transport, Ltd., Central Hall, Croydon Aerodrome, to whom all enquiries should be addressed.

**Avon India Rubber Co., Ltd. A Correction.**—In our article in the July issue describing a visit to the Avon India Rubber Co., Ltd., at Melksham, we used a word which is liable to convey a wrong impression. There is no partnership between the Company and the Seiberling

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Rubber Co., the two firms being absolutely independent, both as to capital and control. The Avon India Rubber Co., Ltd., have acquired the right to manufacture and sell Seiberling tyres in this country together with full access to the Seiberling Company's technical information, research, processes, specifications, etc. We take this opportunity of inserting this correction to avoid any misunderstanding.

**Morris-Commercial Breakdown Lorry.** — Our photograph shows the Morris-Commercial six-wheeler breakdown lorry, which was in attendance at the Shelsley

THE MORRIS-COMMERCIAL BREAKDOWN LORRY AT THE SHELSLEY WALSH HILL CLIMB.

Walsh Hill Climb last month. This vehicle is equipped for dealing with almost any emergency, its gear including a general duty salvage crane; towing ambulance with pole and distance bar; large and small jacks; breast drill stand; worm gear pulley blocks; davit; swivelling spot light; inspection lamp; bench and tool cupboards containing a comprehensive set of garage tools suitable for dealing with any breakdown. Over 400 tools are always kept on board.

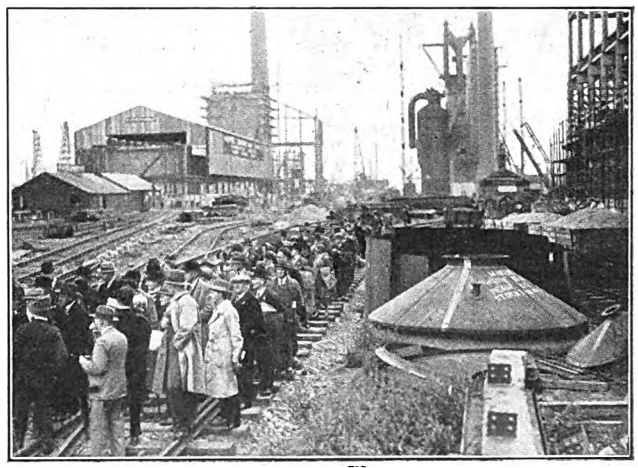
**The Exide Gala and Horticultural Show.**—The Chloride Electrical Storage Co., Ltd., the makers of the Exide Battery, held their 15th annual Gala and Horticultural Show at their well-equipped sports grounds at Clifton Junction, near Manchester, on July 18th. Amongst the numerous handicraft exhibits, sports, tennis tournaments and side shows, the large attendance found much to divide its attention. Great interest was shown in the Horticultural Section, where some very fine specimens of

THE EXIDE GALA.

greenhouse plants, flowers, fruit and vegetables, all grown by employees of the Exide Company, were exhibited. The crowd which watched the sports were treated to some keenly contested events during which the Pendlebury Prize Band played musical selections. A number of Exide officials were present and Mr. A. W. Browne, the Assistant General Manager, presented the sports and handicraft prizes to the winners. Dancing, which followed brought a most enjoyable day to a close.

**Change of Address.**—The Wilcot (Parent) Co., Ltd., makers of the Wefco spring cover, and its associated Company, Equipments, Ltd., have moved into a new building recently completed at the corner of Great Portland Street and Clipstone Street, London, W. The new London address of these Companies is 152-156, Great Portland Street, London, W.1, and the telephone numbers Museum 8601-2.

**Visit to Ford Works at Dagenham.**—We were interested in joining the large party of delegates to the First International Conference on Public Cleansing, which, by invitation of the Ford Motor Co., Ltd., paid a visit to Dagenham to see the wonderful industrial development which is taking place there. The delegates, numbering about 500, journeyed from Westminster Pier in four steamers which had been specially chartered, and on arrival at Dagenham were divided up into parties and were able to see what will, in a short space of time, become a veritable hive of industry. It is claimed that when completed the works will be the largest in Europe engaged in the making of motor cars and when in full capacity will employ more than 15,000 workers. We have previously given a description of this magnificent development, built on the Essex side of the River Thames on what was 500 acres of water-logged land. One of the biggest of the undertakings has been the work of driving piles to the number of 13,800 in order to make the land fit to withstand the enormous weight of concrete and steel buildings which will be close packed with machinery. Our illustration shows one of the groups of delegates being conducted round the works.



SOME OF THE DELEGATES TO THE PUBLIC CLEANSING CONFERENCE VISITING THE FORD WORKS AT DAGENHAM.

**F.W. and R.A. Trade Classes.**—The London Centre of the Furniture Warehousemen and Removers' Association has decided to hold Trade Classes during the coming autumn and winter months, and the Kinnaird Room at the Central Y.M.C.A., Tottenham Court Road, has been booked for the purpose. The programme contemplates a series of twelve lectures as a course primarily intended to fit young people in the trade to obtain the Estimators' Certificate, and also to make them competent to hold responsible positions. The programme of lectures is as follows:—22nd September, 1931—Introductory: survey of ground to be covered, organisation, estimator's place in relation to successful trading; 6th October—Removals by Rail; 20th October—Removals by Road; 3rd November—Overseas Removals; 17th November—Storage and its Problems; 1st December—Costing Systems—their value and importance; 15th December—Points of Law affecting the Trade: Carriers' Act, Contracts, Third-Party Claims, etc.; 12th January, 1932—Estimate Conditions; 26th January—Estimate Conditions; 9th February—Insurance; 23rd February—How to Sell Service; 8th March—Revision of work done and Students' problems answered. Great care is being taken in the selection of the lecturers. A grant towards expenses has been made by the London Centre so that the fee for the whole course can be kept at two shillings and sixpence. It is hoped further to stimulate the interest of students by means of periodical tests with a little inducement in the form of prizes for those who do the best and contributions for this purpose are invited from members of the Association who desire to demonstrate in a practical manner their support of the scheme. Intending students should send in their names, addresses and enrolment fees to Mr. Wm. C. Fuller, Bishop & Sons' Depositories, Ltd., 10 and 12, Belgrave Road, London, S.W.1.

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**A Portable Daylight Talkie Cinema.**—A moveable daylight talkie cinema, gramophone and microphone all in one—such is the Lyons' Tea Talkie Car which is now travelling throughout England as a means of increasing the interest of the public in Lyons' tea and at the same time providing an excellent entertainment. Mounted on a Leyland lorry the complete outfit has an overall length of 26 feet. Enormous difficulties had to be overcome in the construction of the car. A soundproof compartment where current could be supplied for the sound system was built in, and room had to be allowed for the projector and other electrical apparatus. It is claimed that the pictures shown on the screen are as perfect as it is possible to obtain in ordinary outdoor daylight.

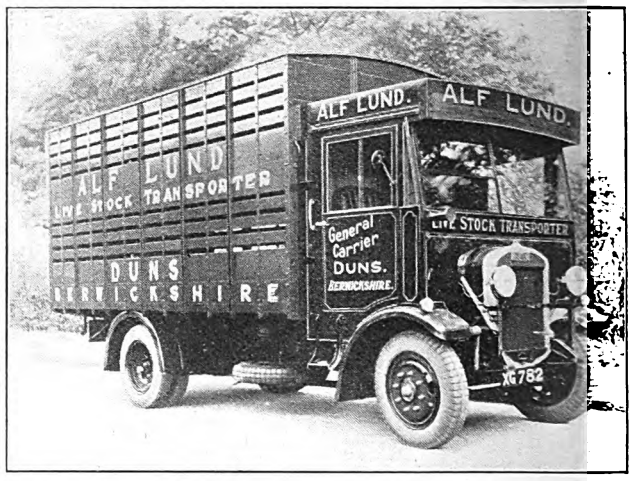
LYONS' TALKIE VAN TAKING PART IN THE POOLE CARNIVAL.

**A Correction.**—In our issue of July 15th, on page 434, when dealing with the Royal Show, we stated that the R.A.S.E. Silver Medal was awarded to the Garrett 6/7 ton lorry fitted with a Blackstone six-cylinder model injection engine. This was not the case. The medal was awarded to the Garrett high speed diesel tractor which is fitted with an Aveling "Invicta" oilage. It is interesting to note that the Prince of Wales visited Garrett's Stand and spent a considerable time examining the tractor which is similar to the one which recently broke the world's endurance record by ploughing 977 hours day and night without the engine being stopped.

**A New Development.**—Messrs. Stewart & Ardern, Ltd., the sole London distributors of Morris cars, have further extended the activities of their organisation by acquiring the well-known coachbuilding firm of The Cunard Motor & Carriage Co., Ltd., Chase Road, Willesden, N.W.10. The acquisition of these commodious and up-to-date works will greatly facilitate their bodybuilding and bodywork repairs service. The Cunard Motor & Carriage Co., Ltd., undertakes all types of motor bodybuilding, coachpainting, etc., and we understand that already their works are busy with many types of "ESandAY" bodies, including a large contract for parcel vans from the London & North Eastern Railway Co. The accompanying illustration gives an excellent idea of these extensive and modern works.

**Ford Telephone Numbers.** — The London telephone number of Ford Motor Company, Ltd., has been changed to Regent 7272. This alteration is also applicable to the Press Information Bureau whose extension is now No. 109 and Publicity Department.

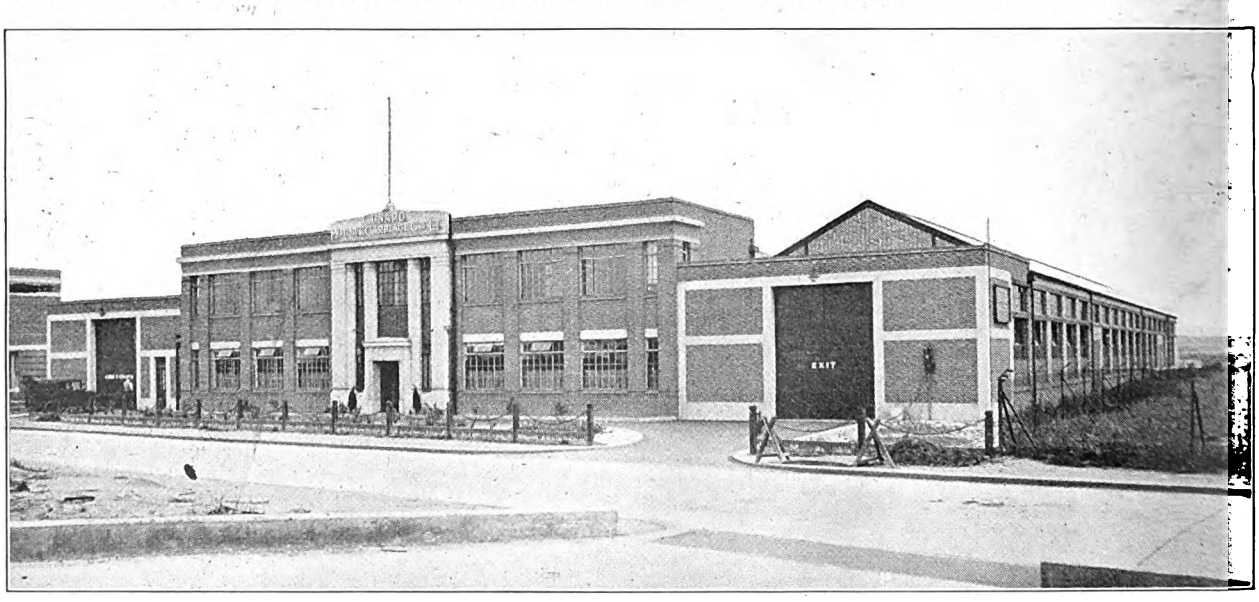
**A Useful Vehicle.**—Our illustration shows a livestock van mounted on a type A10 forward 2-ton "Thornycroft" chassis, recently supplied through the Newcastle Depot of




"THORNYCROFT" FOR LIVESTOCK.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1. This vehicle will accommodate 60 to 80 sheep according to size, and we understand the owner has recently carried a load of 12 sheep, 30 lambs and 3 bullocks to one of the North of England shows. The interior consists of two floors and the back forms a hinged ramp giving access to the former. Access to the upper deck is provided by letting down part of the upper floor which forms a continuation ramp. The interior can be divided off into sections as required for the separation of cattle, sheep or pigs, etc.

**Presentation to Mr. B. Thompson.**—An interesting function took place on July 23rd at the R.A.C., when Mr. B. Thompson, the retiring Chairman of the Accessory & Component Manufacturers' Section Committee of the Society of Motor Manufacturers and Traders, Ltd., was entertained to luncheon by his fellow members of the Committee. Mr. Thompson, who has been for so long the representative of Messrs. Allen-Liversidge, Ltd., on this Committee, has been Chairman for 5 years. He has now, however, to relinquish the position owing to changes




THESE COMMODIOUS AND UP-TO-DATE WORKS AT WILLESDEN HAVE BEEN ACQUIRED BY STEWART & ARDERN, LTD.

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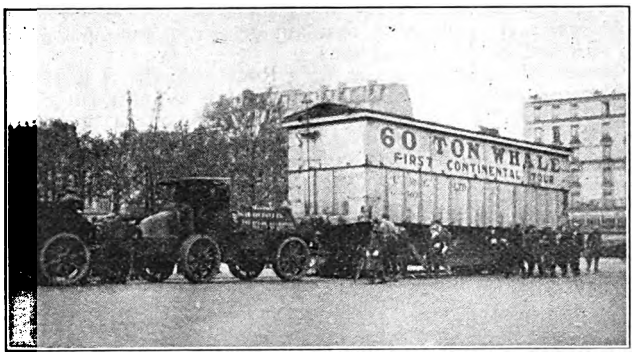
in his firm and owing to the step he has taken in identifying himself with International Oil Cleansers, Ltd. Mr. W. Shelley, the new Chairman of the Committee, and Mr. Instone, the President of the Society, bore testimony to Mr. Thompson's good work in the past, and wished him success in the future, and Mr. Thompson suitably replied. Mr. Thompson was then made the recipient of a present at the hands of his fellow members.

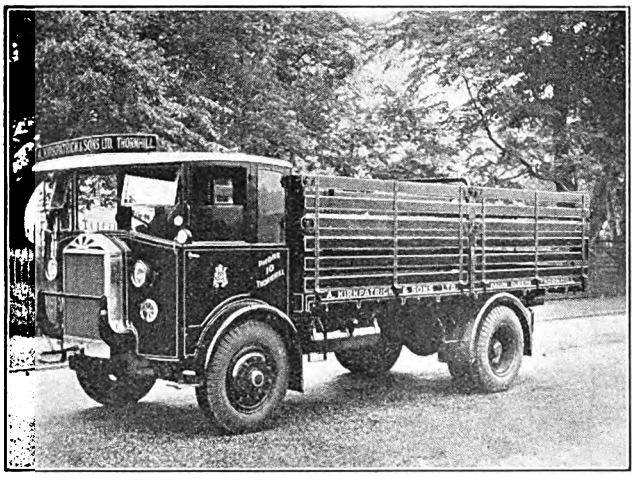



Photo] [World's Carriers.

TWO LATIL TRACTORS HAULING A FISHY LOAD IN PARIS.

**Graf Zeppelin to Visit London.**—Arrangements have been made for the Airship "Graf Zeppelin" to make her postponed visit to the London Air Park, Hanworth, on her return from the Arctic. She is due to arrive at Hanworth on the evening of August 18th and will leave shortly afterwards for a 24 hour cruise round Britain. It will be remembered that the visit of the airship which had been arranged earlier in July had to be postponed owing to the crisis in Germany.

**A Handsome "Albion."**—The photograph, which we reproduce, shows the new Albion 6-tonner as supplied by Albion Motors, Ltd., Scotstoun, Glasgow, to Messrs. A. Kirkpatrick & Sons, Ltd., bacon curers, of Thornhill. The lorry is used for the transport of dead pigs which are




35/55 H.P. ALBION 6-TON LORRY SUPPLIED TO MESSRS. A. KIRKPATRICK & SONS, LTD., BACON CURERS, THORNHILL, DUMFRIESSHIRE.

carried not only on the main floor of the body but also on a second floor containing a detachable sparred section. The sides of the lorry are slatted so that adequate ventilation is ensured.

## MERSEYSIDE.

**Back to Red.**—Liverpool Corporation has abandoned the experiment of painting the municipal buses a grey colour. It was found that after a time the grey went a dirty shade. Consequently it has been decided to paint the buses the same colour as the trams.

**One Shilling Per Hour for Horse Hire.**—Some interesting information concerning the management of the Liverpool Corporation stud of 367 horses is given in the annual report of the Chief Veterinary Officer, Mr. T. Eaton Jones. For over 30 years the horse work of the Health Department has been operated on a commercial basis and under this system one shilling per hour is now charged for animals performing work for other municipal departments, but in some cases contracts are performed at a price per ton. The number of horse hirings in 1930-31 was 106,023, compared with 99,654 in 1929-30 and 97,484 in 1928. In addition and in order to cope with the demands for cartage, it was found necessary during the year to hire from outside owners, who supplied horses on 2,453 occasions, or about 400 fewer than in the previous year.

## MANCHESTER.

**New Bus Station.**—Permission has been given to several motor bus owners, subject to terms being arranged, to use one section of the new motor park at Gaythorne, Manchester, as a site for a bus station.

**Cartage Tenders Accepted.**—Tenders for twelve months cartage were recently invited by the Manchester Electricity Committee. The successful contractors were:—Messrs. J. H. Peck & Sons, Ltd., J. Wharton, T. Lamb, J. Bray, and H. Evers, Ltd., all of Manchester.

**Inter-available Tickets.**—Mr. Wilmur, the general manager of the North-Western Road Car Company, of Stockport, stated at a recent traffic court of the North Western Commissioners, that his company had an agreement drawn up awaiting the approval of the railway company, permitting anybody travelling by bus to a certain place to return by train with the same ticket. Unfortunately, he added, the Manchester Corporation had intervened and so a satisfactory conclusion had not been reached.

## NORTH-EAST COAST.

**Suggested New Tyne Bridge.**—The building of a new bridge across the Tyne from St. Anthony's to Pelaw, which is estimated to cost £928,000, is among the proposals in the report of the North Tyneside Joint Town Planning Committee, just issued. The subject is, however, admittedly, only in a preliminary stage.

**New Bridge at Morpeth.**—Morpeth Town Council has received formal sanction from the Ministry of Health to the proposed erection of a new bridge at Oldgate and the removal of the old bridge to the Low Stanners and to the borrowing of £1,450 for the cost of the work which is approved by the Unemployment Grants Committee as worthy of financial assistance.

**Film of Sydney Bridge.**—A 15,000 feet film showing the construction of the Sydney Harbour Bridge from beginning to end will be shown in Middlesbrough when the bridge is completed. This fact was revealed to the Middlesbrough Rotary Club at a recent luncheon by Mr. Lawrence Ennis, Director of Messrs. Dorman, Long & Co., who was in charge of the work in Australia. He addressed the club members on "The Romance of the Sydney Branch of Dorman, Long." He mentioned that he had stipulated that the film would be shown for the first time in Middlesbrough.

**Sunderland Trams.**—An increase of £3,015 in bus receipts and a decrease of £2,446 in tram fares is revealed in the annual report of the Sunderland Corporation transport service for the year ended March 31st. "The drop on the trams," states Mr. C. A. Hopkins, the General Manager, "is only attributable to bad trade, a number of early workmen's cars having been withdrawn." The joint services show a net balance of £5,612 on trams and £5,075 on buses.

## HULL.

**Proposed Humber Bridge.**—The constitution of the House of Lords Committee which will deal with the Humber Bridge Bill has now been announced. Viscount Chelmsford is to be the chairman and his colleagues will be Lords Gage, Addington, Fairlie and Marks. They will commence their sittings on Wednesday, November 11th, the commencement having been postponed a week in order not to interfere with Lord Mayor choosing day at Hull. The East Riding County Council and the Leeds City Corporation will not continue their opposition, but so far as the Humber Conservancy Board, the Aire and Calder Navigation, the London & North Eastern Railway and the other chief petitioners are concerned, the fight will be every bit as keen as it was before the Common's Committee. They are still convinced that the erection of the bridge would be fraught with considerable danger to the navigation of the Humber, and particularly between the bridge and the port of Goole. It is generally admitted that the erection of training walls would obviate the danger of the channel changing. During the hearing before the Common's Committee the chairman more than once emphasised the necessity of these walls, and it was expected that obligation would have been cast upon the promoters. Having regard to the vast cost involved such

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a condition would, in all probability, have killed the scheme. The idea now seems to be that the Humber Conservancy Board and the Government should provide most of the money. The Board of Trade has been active in the matter, in conjunction with the Ministry of Transport, and called a private conference of interested parties, but if it was hoped to bring about a settlement then the conclave proved abortive.

### MIDLANDS.

**Holiday Traffic.**—Traffic during August holiday week-end was by far the heaviest of any holiday this year and in some instances records were created. Heavy traffic is recorded on road passenger vehicles and the railways during the week previous and the week succeeding the holiday week-end. Features were steadier road travel, increased rail travel and a record on the Corporation vehicles of Birmingham including trams, buses and trolley cars. The railways carried enormous crowds from Birmingham and the Black Country and outlying resorts such as Malvern, Evesham, Worcester, Bewdley, Stratford-on-Avon, Lichfield, etc., were crowded. As an example twenty special trains were run on the two railways (G.W.R. and L.M.S.) to Evesham. The exodus from the Potteries, Sheffield, Leicester and Nottingham was equally great.

### SOUTH WALES.

**Road Act Prosecutions.**—Business at the Cardiff Police Court has been much heavier since the Road Traffic Act came into operation. On July 29th, the Stipendiary Magistrate had to deal with a driver, who was fined 30s., for driving a motor bus into the city at a greater speed than 30 miles an hour, the defendant being told that he had the lives of 14 passengers under his care at the time. Defendant said he was so interested in his driving that he failed to notice his speedometer. It didn't seem 30 miles an hour. He was told to take more interest in his speedometer in future. Several motorists were fined 10s. to 20s. for using private cars for business purposes without a commercial licence. A fruiterer took home from Cardiff a full load of vegetables. Another defendant was seen using a car for the delivery of typewriters, and a draper had a car full of frocks hanging from the roof.

### SCOTLAND.

**Aerodrome for Falkirk.**—At a recent meeting of the Falkirk, Grangemouth, and East Stirlingshire Publicity and Development Association, it was announced that a company had been formed known as the Scottish Airways, Ltd., for the purpose of acquiring an extensive track of land situated on the main road between Falkirk and Grangemouth upon which to erect a super-aerodrome. The site is about half a mile from the centre of Falkirk and has a frontage of three-quarters of a mile, the entire extent being about 220 acres. One aim of the new company is the inauguration of regular air services between Falkirk and London utilising machines suitable for conveying passengers and freight. The layout and design of the terminus will be on similar lines to those of many Continental air stations. At the same meeting it was also stated that a company will be formed with a view to establishing a sailplane factory in the town of Falkirk. The gliders or sailplanes now in use in Scotland are practically all of German make and as there is a growing demand for aircraft of this type and Falkirk being admirably suited for the manufacture of these machines an early start on the project is expected.

### NORTHERN IRELAND.

**Belfast's Trams.**—During the holiday fortnight in Belfast—ending July 24th—the trams carried 3,985,325 passengers, or 108,982 more than in the same period last year; and the buses carried 307,702 passengers, 32,892 more. Tram receipts were £20,591 (increase £606), and bus receipts £2,437 (increase £252).

**Newry Canal.**—Work has been begun on the improvement scheme at Newry Canal.

### IRISH FREE STATE.

**Bus Passenger Traffic Expanding in the Irish Free State.**—The summer season started well for bus passenger traffic in the Irish Free State. May was much better than the corresponding month last year for receipts, mileage traversed, and number of passengers carried over the various traffic routes in the Free State counties.

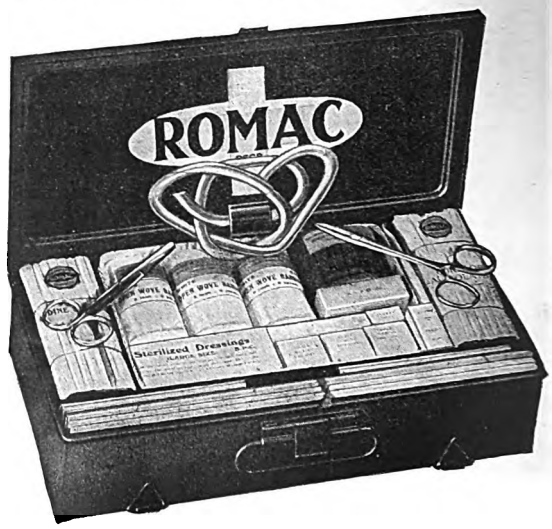
**Canal Traffic Between Dublin and Limerick.** — Canal traffic was resumed between Dublin and Limerick early in July. Waterway traffic direct from Dublin to Limerick was interrupted by the work required to be done on the Shannon electrification scheme, and canal service from the Limerick side remained suspended for a long while.

## Romac Public Service First-Aid Outfit.

To comply with Regulations made by the Minister of Transport, it will be necessary, as from August 1st, next, to carry upon every public service vehicle which is for the time being used as an express carriage or as a contract carriage a suitable receptacle containing first aid dressings and appliances as specified in the Regulations.

Romac Motor Accessories, Ltd., Romac Works, The Hyde, Edgware Road, London, N.W.9, have for the past ten years supplied their own "First-aid" outfits to the motor trade and have now put upon the market a new Public Service First Aid outfit which complies with the new Regulations mentioned above.

The contents of the outfit are packed in the way one would expect in the case of a firm of long experience in this field of activity, and the partitioned case is dust proof, solid, neat and compact, and should last for years.




ROMAC FIRST-AID OUTFIT.

Owing to the large number of First Aid outfits manufactured by Romac Motor Accessories, Ltd., the firm find it possible to supply this new outfit at the attractive price of 15s. each less quantity discounts.

## Correspondence.

*The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.*

### NEW CUSTOMS REGULATIONS IN DENMARK.

*To the Editor of* The World's Carriers.

Sir,—We beg to inform you that from 1st of September, 1931, new Customs regulations will be in force in Denmark.

These regulations require, that on all kinds of goods governed by higher tariff taxes the importer has to give an exact specification of the contents of the shipment, also stating the actual nett weight on the entry before examined by the Customs Officials, especially when such goods are entered "ad valorem," like silk and artificial silk as well as other kinds of dry goods.

It would therefore be necessary, when our British colleagues have goods to this country for delivery "duty paid," to furnish their correspondents here with invoice showing exact details of the shipment, also gross weight and nett weight in kilos., and of course value.

Yours truly,
E. A. Bendix & Co.

Forwarding, Steamship & Chartering Agents; Ship, Customs & Insurance Brokers; Warehousemen.
Copenhagen K.,
28, Amaliegade.
4th August, 1931.

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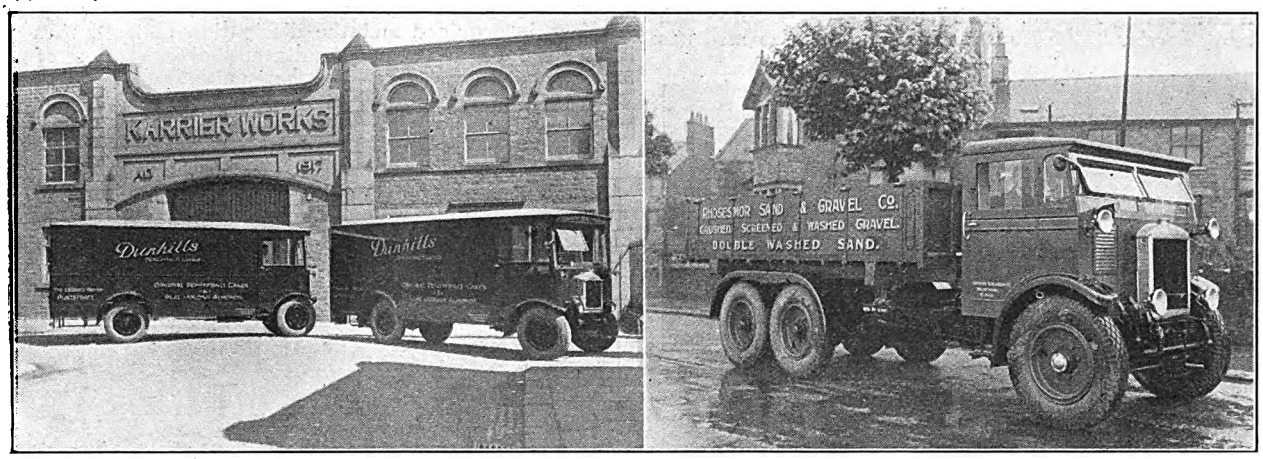
# Motor Notes.

**Large and Small Capacity "Karrier" Goods Vehicles.**—We illustrate examples of small and large capacity Karrier goods vehicles, i.e., "CY2" two-tonners and a "KWF6" type rigid frame six-wheel tipper carrying a nine-ton pay load. These vehicles were delivered recently by Karrier Motors, Limited, Karrier Works, Huddersfield. The two vans, supplied to J. Hardcastle & Sons, of 11, Stuart Street, Pontefract, transport contractors, are of 5 tonner delivered in 1920. The former has covered well over 100,000 miles, while the 5 tonner has about 70,000 miles to its credit. The latter was used constantly for a period of 3 years for journeys between the Liverpool and London factories, occasionally doing the round trip twice a week. This vehicle was totally dismantled a matter of 12 months ago and a few minor replacements made, but the only components of any importance that



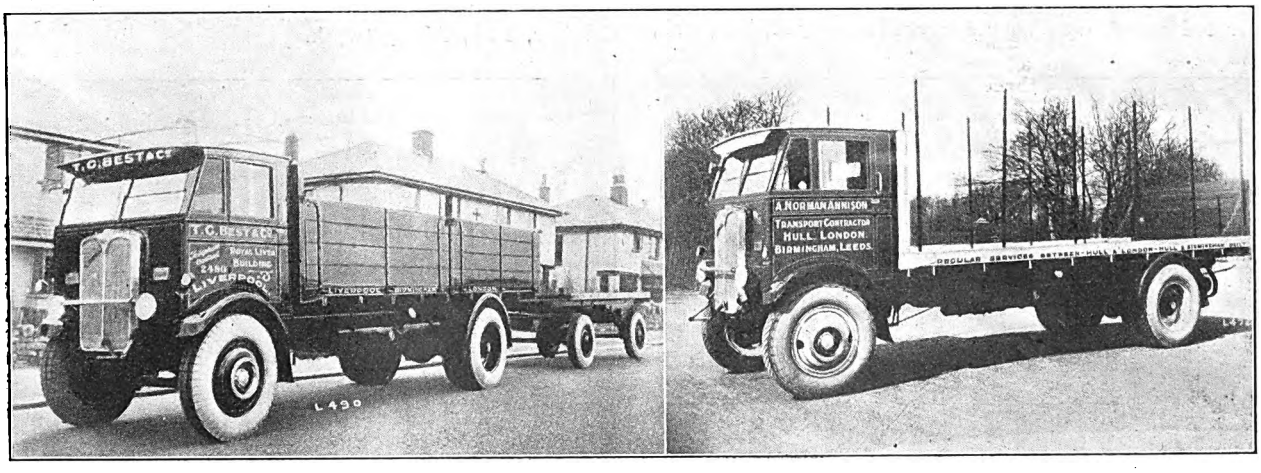

THE "KARRIER" VEHICLES REFERRED TO IN TEXT.

the forward drive type, and each has a cubic capacity of 500 cu. feet. A four-cylinder power unit of 31-47 is incorporated, and tyres are 34 in. by 7 in. single pneumatics. Six volt lighting sets are fitted and the vehicles are handsomely finished in dark green and gold. The six-wheeler supplied to the Rhosesmor Sand and Gravel Co., of Mold, North Wales, carries a steel-lined hydraulic three-way tipping body 16 ft. long by 7 ft. 6 in. wide by 2 ft. 6 in. deep. Sides and tailboard are hinged from top and the gear incorporated is a Bromilow and Edwards. Full-width driver's cab is fully enclosed and is exceptionally light and well ventilated. Colour scheme is in Post Office red with black mudguards and chassis, the latter being a standard production in every respect (60-82 h.p. engine, 14 ft. 6 in. wheelbase, 42 in. by 9 in. single pneumatics).

**Fords in German 10,000 km.**—In the gruelling 10,000 km. (about 6,250 miles) road race organised by the German Automobile Club, for standard touring cars, nine Fords participated and all survived the three-weeks' test. Eight premier awards were obtained, the remaining Ford entrant securing a second prize. Fords finished first in the most difficult sections of the race and the team prize, the highest award of the entire contest, was also secured.

**A Service that Satisfies.**—Messrs. J. A. Hunter & Co., of Liverpool, have in use two Commer lorries, one a 3/4 tonner which was purchased in 1916, and the other a showed wear were one or two of the gear box pinions. The lorry is now being converted to pneumatic tyres for still further service.

**Two Northern Deliveries.**—We illustrate two A.E.C. "Mammoth" heavy duty vehicles recently delivered by the A.E.C. Northern Distributors, Messrs. Oswald Tillotson (1929), Ltd. The lorry, supplied to T. G. Best & Co., of Liverpool, is of the standard high-sided type, the side boards being built in three sections, with detachable centre and rear stanchions. An interesting fitting (invisible in the photograph), is a front draw-bar which enables the trailer to be moved in and out of warehouses




LEFT: AN A.E.C. "MAMMOTH" LORRY WITH A RYBURN 6-TON TRAILER FOR T. G. BEST & CO., OF LIVERPOOL. RIGHT: ONE OF TWO A.E.C. "MAMMOTH" LORRIES SUPPLIED TO MR. A. NORMAN ANNISON, OF HULL.

where, owing to sharp corners, movement would be difficult with only a rear draw-bar available. The trailer is a Ryburn 6-ton model equipped with 36 x 8 ins. pneumatics. Our other photograph shows one of two similar type A.E.C. lorries delivered to Mr. A. Norman Annison, transport contractor of Hull. The flat platform body instead of having the usual chock rail, is built with angle iron girders. (These cannot be seen in the photograph because they are flush with the wooden sides of the body). Below the rail is a length of channel iron; this and the angle iron is slotted to take tall detachable stanchions. The tailboard is hinged and is lowered by means of chains.

**Thornycroft Repeat Orders.**—John I. Thornycroft & Co., Limited, Thornycroft House, Smith Square, London,

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S.W.1, inform us that repeat orders continue to form a large proportion of their business in Thornycroft motor vehicles. Amongst those recently received are from the following:—The Belfast Co-operative Society and Boots Pure Drug Co., both of whom have ordered 3-ton six-wheelers; The Metropolitan Railway; The Talbot Serpell Transport Co., Ltd.; and Venture, Ltd., who have added to their fleet of Thornycroft passenger vehicles. The Haverfordwest Borough Council are a recent addition to the many municipal authorities who, within the last few months, have ordered Thornycroft low-loading refuse collectors.

**An Interesting Karrier "Cob" Outfit.**—Our photograph shows a Karrier "Cob" outfit which we are informed has

A KARRIER "COB" OUTFIT.

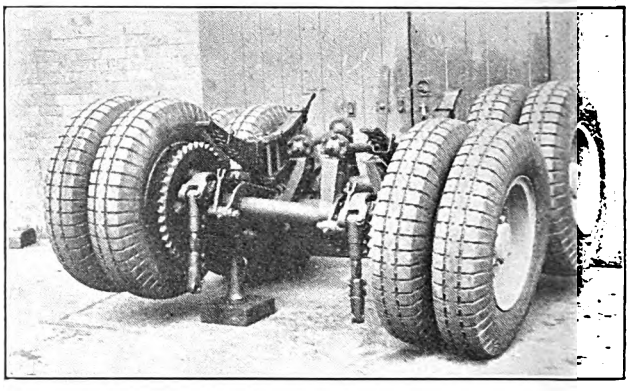
for some little time been operated most successfully by Messrs. Davenport, Ltd., of Birmingham. The picture is particularly interesting inasmuch as it shows a trailer which is not a conversion, but has been constructed entirely in the works of Karrier Motors, Limited, Karrier Works, Huddersfield. As will be seen, the design is such that the turntable of the trailer is equipped with a pair of swivelling wheels which are automatically raised from the ground by the action of coupling up to the tractor.

**Guy 3/4 tonner for John Bull Stores.**—The Guy 3/4 tonner illustrated has recently been delivered by Guy Motors, Ltd.,

A "GUY" FOR JOHN BULL STORES.

Fallings Park, Wolverhampton, to John Bull Stores, the large grocers in South Wales.

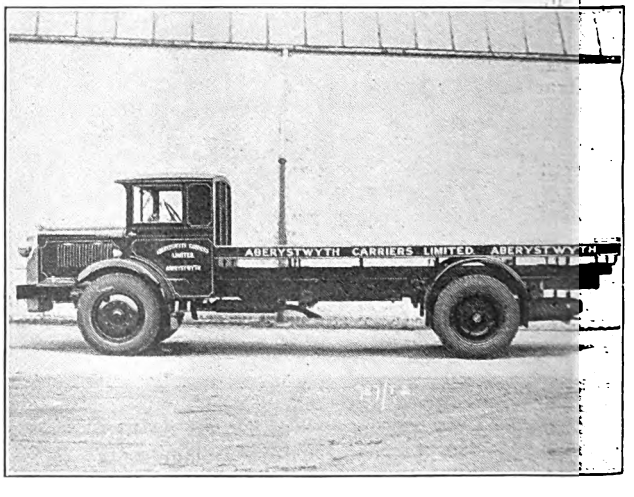
**The Rear Axle Bogie of the New Light "Sentinel" D.G.6. on Pneumatic Tyres.**—The twin axles are supported in spherical bearings in the bogie arms, which pivot on the centre axle on which attachment is provided for the springs. The chain drive from the engine is to the front pair of wheels on the bogie only. The four rear wheels run on taper roller bearings, the torque and braking reaction is transmitted through ball ended torque rods in the usual manner. The tyres are 40 in. by 9 in. and to ensure an even distribution of weight between the inner and outer of the twin tyres, the axles are arched so that on cambered roads there is an even distribution of weight between the tyres, thus eliminating a frequent cause of failure due to overloading of the inner of twin tyres. By fitting oversize tyres, distributing the pressure equally between the twin tyres and eliminating conduction of heat from the brakes, the tyres have an exceptionally long life. The twin axles provide a fully compensated bogie complying with the latest regulations for six-wheeled road vehicles and must not be confused with the system employed on some six-wheelers in which an additional axle provides partial compensation only. Very ample braking surface is provided and the dissipation of heat, to avoid distortion of the brake drums and deterioration of the tyres, is achieved by a number of deep circumferential fins cast on the outside of the drums themselves. Each



THE SENTINEL REAR AXLE BOGIE.

drum on the rear wheels contains four shoes working together in pairs, thus giving eight independent brakes on the four wheels. Four of these brakes are coupled together by compensating mechanism and are operated by a powerful ratchet lever at the driver's side. The other four pairs are applied by steam cylinders actuated by a pedal in the cab.

**A "Commer" for Aberystwyth Carriers.** — The G.6. (6 tons) flat platform lorry, which we illustrate, has recently been delivered by Commer Cars, Ltd., of Luton, through their Dealer organisation, to Aberystwyth Carriers, Ltd., Aberystwyth.




"COMMER" 6-TONS FLAT PLATFORM LORRY FOR ABERYSTWYTH CARRIERS, LTD.

**Story of the Tyre.**—Included in the exhibition held at Dublin recently in connection with the Two Hundredth Anniversary of the Royal Dublin Society was a comprehensive display of bicycles and tyres from the earliest to the most recent. The exhibit which was included in the historical industrial section was arranged as a graphic illustration of the development of the tyre industry with which Ireland is so closely related through John Boyd Dunlop the inventor of the pneumatic tyre. The organisation of the exhibit was carried through by the Dunlop Rubber Co., Ltd.

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## County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

E. Blake, 15, Commercial Street, Sutton Road, Plymouth, horse and motor haulage contractor. £25/4/3. May 5th.

Chas. Green, East Creech, Dorset, haulage contractor. £35/17/4. April 10th.

Chas. Dennis Reader, Rose Valley, Kent View Road, Vange, Essex, haulage contractor. £81/14/7. May 11th.

F. S. Pedder, 186, East Barnet Road, East Barnet, Herts., cartage contractor. £79/13/6. May 16th.

— Richards, Gade Valley Cottages, Gt. Gaddesden, Herts., haulage contractor. £29/5/0. May 14th.

Harry Wood, 9, Carlton Terrace, Morecambe, Lancs., haulage contractor. £31/2/5. May 15th.

Thos. Westerman, Caravan, Littlefield Lane, Grimsby, transport worker. £26/3/1. May 13th.

Clark & Son, 16, Church Road, Teddington, Middlesex, haulage contractors. £26/13/2. May 5th.

Geo. Walters, 6, Cwm Rhos View, Tredegar, Monmouth, haulage contractor. £29/18/0. April 7th.

Wm. Clayton, Humphrey Street, Lower Gornal, Staffs., haulage contractor. £31/4/10. May 14th.

Arthur Jno. Marshall, 39, Florence Road, Smethwick, Staffs., haulier. £26/17/2. May 13th.

J. Proudlock, 24, Marston Road, Stafford, transport contractor. £34/9/6. May 8th.

Albt. Shore, 1, Canal Side, Etruria, Staffs., haulage contractor. £34/19/10. May 6th.

A. Grant, 33, Beacon Road, Holbrooks, Coventry, haulier. £26/8/10. May 6th.

Wm. Lay, Westrop, Highworth, Wilts., coal merchant and haulier. £44/12/5. May 14th.

Llewellan Owen, 168, Exeter Street, Bradford, Yorks., haulage contractor. £29/13/1. May 13th.

Thos. Warwick & Son, 396, York Road, Leeds, haulage contractors. £34/8/0. May 8th.

Edwin Greenslade, 30, Pwllcarn Terrace, Blaengarw, Glam., haulier. £35/11/1. May 15th.

Joseph Thorne, Old Mill, Coytrahen, Glam., haulier. £26/13/8. May 15th.

Robt. W. Hanks, 17, Stuart Road, Higher Tranmere, Cheshire, haulage contractor. £27/9/7. May 19th.

H. J. Tucker, St. Ive, Liskeard, Cornwall, haulier. £25/17/0. April 29th.

Walter Robinson, 35, Bradford Street, Accrington, Lancs., haulage contractor. £34/9/6. May 20th.

Ernest Light, Furnace Farm, Tintern, Monmouth, haulage contractor. £31/8/0. April 27th.

Harold Jackson, Clifford Avenue, Beeston, Notts., haulage contractor. £42/4/8. May 22nd.

S. G. Smalley & Son, 35, Blythe Street, Nottingham, haulage contractors. £36/5/1. May 20th.

S. J. Evans & Co., Gobowen, Salop, haulage contractors. £33/16/2. May 6th.

Frank Shaw, 25, Maple Road, Sutton, Coldfield, Warwick, haulier. £41/11/6. March 13th.

Fred Smith, Lloyd Street, Parkgate, near Rotherham, Yorks., haulage contractor. £33/8/3. May 18th.

H. C. France, 64, Banning Street, Greenwich, London, S.E., haulage contractor. £86/4/7. May 28th.

Walter Nelson Brotherton, Royce Road, Spalding, Lincs., haulage contractor. £82/9/2. April 20th.

Geo. Wm. Lomas, 209, Barnado Street, Stepney, London, E., haulage contractor. £47/4/1. June 2nd.

Wm. Geo. Berkeley, 47, Westfield Road, Yeovil, Somerset, coal merchant and haulier. £45/1/7. May 28th.

S. Clawson, 12a, Jamaica Road, Bermondsey, London, S.E., haulage contractor. £26/19/9. May 22nd.

W. A. Hughes, Bleakhouse, Bleakhouse Road, Warley, Worcs., haulier. £79/0/9. May 5th.

## The Gazette.

### Dissolutions of Partnership.

James Gwynne, Ivor James Gwynne, Roland William Thomas Gwynne, and Reginald Albert Gwynne, haulage contractors, Parkend, near Lydney, Gloucestershire, trading as Gwynne Bros. 15th June, 1931. All debts by Ivor James Gwynne and Rowland William Thomas Gwynne, who will continue as Gwynne Bros.

Harry Priestley and Fred Taylor Blackburn, haulage contractors, etc., Rosebud Walk, Leeds, trading as Priestley and Blackburn. 8th June, 1931. All debts by Harry Priestley, who will continue as Harry Priestley.

Charles Henry Mumby and George Henry Cutsforth, carting and forwarding agents, St. Andrew's Dock, Kingston-upon-Hull, trading as G. H. Cutsforth. 10th July, 1931. All debts by Charles Henry Mumby.

Charles Henry Chandler *and* Frederick Thomas Pearce, trading as H. Chandler & Son, 103, St. Paul's Avenue, Slough, and the Eagle Yard, Park Street, Slough. July 4th, 1931. All debts by Charles Henry Chandler, who will continue.

### The Bankruptcy Acts, 1914 and 1926.
### Bankruptcy Proceedings.

William Ernest Barker, 25, Petford Street, Old Hill, Staffordshire, coal haulier. Receiving order and order of adjudication, June 30th.

Harry William Thomas Furlonger, haulage contractor, etc., "Dereholm," Headley Road, Liphook, Hants. Receiving order and order of adjudication, July 2nd. Public examination, August 24th, at Portsmouth.

William John Brown, The Cottage, Exminster, Devonshire, formerly Cliff Cottage, Exminster, Devonshire, general haulier. Receiving order and order of adjudication, July 11th.

Thornton Drayton, 72, Hampton Road, Scarborough, Yorkshire, previously Reliance Garage, Hampton Road, Scarborough, garage proprietor and haulage contractor. Receiving order and order of adjudication, July 9th. Public examination, August 25th, at Scarborough.

Clarence Lucas Booth, Grimscote Mill, Cold Higham, Northamptonshire, haulage contractor. Receiving order and order of adjudication, July 15th. Public examination, October 2nd, at Northampton.

Harry Williams, "Char-Mont," 10, Burnham Road, Chingford, Essex, cartage contractor. Receiving order, July 15th.

George Williams, 18a, Perkins Beach, Minsterley, Salop, general haulier. Receiving order and order of adjudication, July 17th. Public examination, August 26th, at Newtown, Mont.

Alfred John Peters, West House, West Street, Havant, Hants., haulage contractor, etc. Receiving order and order of adjudication, July 20th. Public examination, October 5th, at Portsmouth.

### Amended Notice.

William Pinkney Nettleton, generally known as William Nettleton, 54, St. James' Street, Wetherby, haulage contractor. Order of adjudication, June 27th.

### Notices of Intended Dividend.

George Daley, Sen., 34, Wall Street, Ripley, Derbyshire, haulage contractor, etc. No. 41 of 1929. Claims to Leslie Arthur West, 22, Regent Street, Park Row, Nottingham, Official Receiver.

John William Taylor, trading as C. F. Taylor & Son, 1, Beauty Bank, Old Hill, Staffordshire, haulier. No. 18 of 1930. Claims to Andrew Martin Fairbairn, 1, Priory Street, Dudley, Official Receiver.

Ernest John Hills, 1, Primrose Cottage, Victoria Road, Upper Parkstone, Dorset, haulier. No. 38 of 1930. Claims to Frederick Harold Langmaid, Midland Bank Chambers, High Street, Southampton, Official Receiver.

### Notices of Dividend.

Squire Kirkham, Clwyd House, Crescent Road, Rhyl, Flintshire, carrier, etc. No. 38 of 1928. First and final of 8½d. in the £. Payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

Frank Moore, William Street, Nelson, Lancashire, carrier. No. 14 of 1931. First and final of 2½d. in the £. Payable at the Official Receiver's Office, District Bank Chambers, Blackburn.

### Application for Discharge.

Francis William Wright, 9, London Road, Tetbury, Glos., haulage contractor, etc. August 19th, at Swindon.



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# New Companies.

**Marston's (Garages), Limited.** (256,334).—Private company. Registered May 11th. Capital £1,000 in £1 shares. Objects: To acquire from A. C. Marston, F. J. Marston and H. Mackenzie the property known as 27/33, Bell Barn Road, Birmingham; and to carry on the business of garage keepers, haulage contractors, manufacturers of and dealers in motor cars and cycles, etc. The permanent directors are: A. C. Marston, F. J. Marston, H. Mackenzie. Secretary: H. Mackenzie. Registered office: 27/33, Bell Barn Road, Birmingham.

**Mac Carriers, Ltd.** (256,971).—Private company. Registered June 8th. Capital £10,000 in £1 shares. Objects: To acquire the business of haulage contractors, lorry owners and garage proprietors carried on by W. J. Mackeen and Mrs. E. A. Mackeen, trading as "Mac Carriers" at 3, Melville Road, Bournemouth. The permanent directors are: W. J. Mackeen, Mrs. E. A. Mackeen. Secretary: A. Hale, Waterloo Chambers, Firvale Road, Bournemouth.

**Border Roadways, Ltd.** (16,462).—Private company. Registered in Edinburgh June 10th. Capital £4,000 in £1 shares. Objects: To carry on the business of road transport contractors, etc. The directors are: Mrs. Mary I. J. Steedman, Lt.-Comdr. J. G. H. Steedman, F. C. Peirce, W. C. Dundas. Registered office: 6, Market Place, Selkirk.

**Holdsworth & Hansons, Ltd.** (257,033.)—Private company. Registered June 11th. Capital £2,000 in £1 shares. Objects: To carry on the business of haulage and removal contractors, carting agents, coal and corn merchants, salesmen and merchants of petrol, oil and kerosene, carriers of passengers or goods, etc. The first directors (to number not less than 2 nor more than 4) are: O. Holdsworth, C. Holdsworth, R. Hanson, D. Hanson. Registered office: 83, Maria Street, Shoreditch, E.C.

**George Wilson & Son (Pittenweem), Ltd.** (16,469).—Private company. Registered in Edinburgh on June 13th. Capital £3,000 in £1 shares. Objects: To acquire the business of haulage contractors now carried on by G. Wilson, Sen., and G. Wilson, Jnr., at Milton Road, Pittenweem. The directors are: G. Wilson, Jnr., J. Wilson. Registered office:—The Grange, Milton Road, Pittenweem, Fifeshire.

**Thos. P. Thomasson, Ltd.** (257,110).—Private company. Registered June 15th. Capital £1,500 in £1 shares. Objects: To acquire the business of haulage contractors, and coal, coke and breeze factors carried on by T. P. Thomasson and L. Thomasson at Greenside Lane, Droylsden, Lancs. The directors are: T. P. Thomasson, L. Thomasson (both permanent, subject to each holding 200 shares). Secretary: T. P. Thomasson.

**Tough and Henderson, Limited.** (257,148).—Private company. Registered June 16th. Capital £14,000 in 7,000 6 per cent. cumulative preference and 7,000 ordinary shares of £1. Objects: To acquire the business of a lighterman, tug and barge owner, as formerly carried on by the late R. N. Tough as "Tough & Henderson," at Blackfriars, Teddington, Brentford, Kingston and Woolwich. The directors are: H. S. Corney, A. W. Alchin, Bertha A. Tough, C. W. Pettitt (the two first named are managing directors). Secretary: H. S. Corney. Registered office: 53, Upper Ground Street, Blackfriars, S.E.1.

**North Star Omnibus and Coach Services, Ltd.** (257,143).—Private company. Registered June 16th. Capital £200 in £1 shares. Objects: To carry on the business of carriers of passengers and goods, etc. The directors are: W. T. Candler (chairman and managing director), A. W. Candler. Secretary: A. W. Candler. Registered office: 132, Letchmore Road, Stevenage, Herts.

**T. J. Metcalf & Sons, Limited.** (257,176).—Private company. Registered June 17th. Capital £500 in £1 shares. Objects: To adopt an agreement with T. J. Metcalf, Sen., and to carry on the business of ship and barge owners, lightermen, wharfingers, shipping agents, transport contractors, etc. The joint managing directors are: T. J. Metcalf (chairman), T. J. Metcalf, Jnr. Secretary: T. J. Metcalf, Jnr. Registered office: 370, Commercial Road, Stepney, E.1.

**Cowden Service, Ltd.** (257,150).—Private company. Registered June 17th. Capital £100 in £1 shares. Objects: To carry on the business of transport, haulage and cartage contractors, etc. The directors are: M. H. Baumer, J. L. Ford. Secretary: M. H. Baumer. Registered office: Goodtrees, Cowden, Kent.

**Carrington Haulage and Motor Company, Ltd.** (257,196).—Private company. Registered June 18th. Capital £3,000 in £1 shares. Objects: To acquire the business of haulage contractors and motor engineers carried on by F. McLeod and F. Wollen at Spalding, Lincs., as "The Carrington Haulage & Motor Company." The directors are: F. McLeod (permanent director and chairman), F. Wollen, Rachel McLeod and Mildred Wollen.

**Morris Transport Co., Ltd.** (257,284).—Private company. Registered June 22nd. Capital £1,000 in £1 shares. Objects: To acquire the business of a transport contractor now carried on by A. Morris at Church Road, Boldmere, Birmingham, including the motor lorries, motor cars, petrol pump tools and motor accessories used in connection therewith. The directors are: A. Morris, F. Morris, J. Morris. Registered office: Sycamore Saw Mills, Goosemoor Lane, Erdington.

**Tanganyika Transport Company, Ltd.** (257,286).—Private company. Registered June 22nd. Capital £4,000 in £1 shares (750 ordinary, 1,250 10 per cent. cumulative preference "A" and 2,000 6 per cent. cumulative preference "B"). Objects: To acquire the business now carried on at Lindi, Tunduru and Songea, Tanganyika Territory, E. Africa, as the Tanganyika Transport Co., to carry on the business of mechanical transport contractors, general carriers, railway and forwarding agents, etc. The first directors are C. W. Carnegie-Brown and G. M. Sibold.

**Tatnall Bros., Limited.** (257,334).—Private company. Registered June 24th. Capital £600 in £1 shares. Objects: To carry on the business of proprietors and letters on hire of motor omnibuses, motor cars, chars-a-banc, lorries, vans, etc. The directors are: E. Tatnall (permanent director and chairman), S. C. Tatnall. Secretary: E. Tatnall. Registered office: 182, High Street South, East Ham, E.6.

**Lewins, Knox, Prior, Ltd.** (257,327).—Private company. Registered June 24th. Capital £31,000 in £1 shares. Objects: To acquire the businesses of Lewins Brothers, Ltd.; Ralph Knox & Co., Ltd.; and J. M. Prior, and to carry on the business of haulage, transport and removal contractors, general carriers, transporters by land, air or water, etc. The permanent directors are: D. White, J. M. Prior, J. Lewins, jnr., T. Lewins, Caroline R. Knox, J. W. Adamson and N. H. Walton.


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

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**The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.**

**Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.**

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# Our Information Bureau.

**FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.**

**Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.**

## FREE INFORMATION COUPON.

**Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.**

*"THE WORLD'S CARRIERS."*

**Information Bureau Coupon.**

**AUGUST, 1931.**

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The
# World's Carriers
AND
## Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XXVII.—No. 324. SEPTEMBER 15, 1931. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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# Abolishing the Road Fund.

EVENTS have travelled so rapidly during the past few weeks that the report of the Committee on National Expenditure, known generally as the May report, is very largely overshadowed by more recent events, although at the same time it is continually cropping up as the last expression of the urgent need for drastic economy in all directions. Amongst the items scheduled by the Committee for serious reduction is that of the Road Fund and it is not a matter of surprise that this fund should have been included in the scheme put forward by the Committee and that it should have had meted out to it very drastic treatment. Put briefly, the Committee recommends that by means of postponing and slowing down of schemes and lowering of the present very high standard of maintenance the sum of £7,865,000 should be saved. In addition to this the Committee rceommends that the Road Fund should be abolished and the proceeds of all motor taxation should be left in the Exchequer and that all grants should be provided on annual parliamentary votes. This step would render necessary the re-consideration of extensive London schemes of Road development. Should these proposals be adopted it will mean the end of the Road Fund as such.

The Fund has had a chequered career and principally owing to the great success which it has attained it has been the victim of successive raids which have ended in crippling its activities and have destroyed its financial stability. The fund was formed in the first place, to provide money to be spent on the improvement of roads and as the monies were provided by means of a tax on motor vehicles, it was agreed by the Chancellor of the Exchequer in the Government, which passed the tax, and confirmed by subsequent Chancellors that the whole of the proceeds should be devoted to road improvement. This proviso was carried out for several years and large programmes of road development and improvement were put in hand by the Ministry of Transport. These schemes were spread over a number of years and it followed that although the commitments outstanding were very high, amounting in March, 1926, to over £30,000,000, at that date there was a cash balance belonging to the Road Fund of £19,512,000. The then Chancellor of the Exchequer looked with greedy eyes at this balance and in spite of protests decided to transfer £7,000,000 of the accumulated balance to the Exchequer in order to help him meet the large deficit on the year's budget. At the same time substantial changes in the finance of the Road Fund were made; duties were increased and a considerable proportion of the existing duties were permanently assigned to the Exchequer. The following year another and larger raid on the Fund was committed. The Chancellor of the Exchequer transferred the large sum of £12,000,000 leaving only a balance of £259,000 to the credit of the Fund, although the total commitments were then estimated at over £27,000,000. In doing so the Treasury undertook to make any necessary advances required to finance the Road Fund each year until its revenue came in. Further changes in the system of motor taxation were made in succeeding years, the most important being a duty of 4d. a gallon on petrol, later on increased to 6d. a gallon.

It will thus be seen that the Road Fund has been diverted from its original purpose and has now become a source of direct revenue to the Treasury.

Another factor which impressed the Committee was the fact that the Road Fund was being used primarily as a means of promoting large schemes for assisting to reduce unemployment, such schemes being adopted and put in operation without coming before the Treasury for sanction. It is well-known that many of the largest schemes have been carried out mainly from an unemployment point of view rather than from the need for new roads. The Labour Government had steadily increased the number of road works of this character and had in hand a five years programme, estimated to cost £27,500,000 and a trunk roads programme estimated to cost £21,000,000, in both cases these schemes to have grants from the Road Fund of 75 per cent. or more of the nett cost. The total commitments amounted on March 31st last, to roughly £60,000,000. The Committee drew the conclusion that by March, 1936, there would be a deficit of £30,000,000.

This being the position the Committee recommended as already mentioned, the abolution of the Fund and placing expenditure of Road grants on the annual votes of Parliament.

It is no use crying over spilt milk and the position of our national finances is so serious that we must expect

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developments of all kinds to be suspended and every kind of undertaking specially investigated and if thought to be unessential to be terminated. The Road Fund has done exceedingly good work and it is to be regretted that while the growing requirements of the National Exchequer have forced the Chancellors of two Governments to take large sums from its resources, at the same time its legitimate work has been exceeded and a great deal of the money has been spent on schemes which should have been correctly ear-marked as unemployment schemes. It is incredible that the work of road improvement and road development should be stopped and although as a temporary measure some of the schemes may be dropped, yet it may in the long run have good results, if more care is taken to see that all monies expended are employed to good effect and with the utmost regard to economy.

**Co-operation between Rail and Air.**

IN this issue we give some interesting particulars of the agreement entered into earlier in the year between the railway companies of this country and Imperial Airways, Ltd., whereby the two methods of Transport would co-operate in sending freight from all parts of this country to other parts of the World. Any scheme of this kind must necessarily take a long time before it attains sufficient growth to make it a profitable undertaking, as the general and trading public is very slow to adopt new ideas, but the period which has elapsed has shown that there is room for such an organisation and it will undoubtedly grow year by year, as a means of transporting freight in the quickest possible time. The scheme is for the railways to bring over their systems, goods from all the big centres which they cover, to their London termini; these goods are then collected by Imperial Airways and taken by road to the air port at Croydon, where they are loaded into one of the aeroplanes carrying out services to all parts of the Continent and to other parts of the World. It is easy to visualise the organisation brought about by the collaboration of two systems, trains bringing goods from provincial centres to the metropolis, where motor vehicles are waiting to carry them with all speed to Croydon. Large freight-carrying aeroplanes are there waiting to be loaded up and proceed without delay on their journey by air to places overseas where the goods are at once trans-shipped either to road vehicles or to railways for delivery to destination. This is an instance where the two forms of transport can work in harmony, each covering its own special field without antagonism, and with goodwill on both sides the revenue should rapidly grow and at the same time foreign trade should be encouraged.

**Establishing the C.I. Engine.**

ON Thursday and Friday last week there were demonstrated in the Hyde Road Works of the Manchester Corporation Tramways Department, six different makes of compression ignition heavy oil engines, suitable for use as power units for motor buses and industrial transport generally. This is, as far as we are aware, the first exhibition of its kind and will undoubtedly do a great deal towards popularising this type of engine. It is not going to supplant the petrol engine all in a moment, but certainly the tendency is in that direction. For most power purposes the C.I. engine has long been established as a trustworthy and economical prime mover. It is only in cases where compactness and comparatively light weight are requisite, such as is the case with road and air transport vehicles, that the C.I. engine may be regarded as being still in its experimental stage. By "experimental stage" we do not mean that engines of this type at present on the market are unreliable, quite the contrary in fact, but their manufacturers are fully aware that there is much room for improvement. In this category also there falls the petrol engine, the manufacturers of which by no means despair of bringing it to a stage of efficiency showing economy in fuel equal to that of their new competitor. They are handicapped however, by the swinging tax on petrol now no less than 8d. per gallon, which in itself is greater by far than the cost of a gallon of fuel oil. It is not only in the cost per gallon of fuel, however, that the C.I. engine is favoured. A gallon of fuel oil provides a greater ton mileage than a gallon of motor spirit, therefore, the two combined economical advantages in favour of the C.I. engine are bound to add greatly to its popularity. In the early stages of development the C.I. motor engine was handicapped by its lack of ability to accelerate as efficiently as the petrol engine, and it was comparatively dirty, smelly and difficult to start. The first three of these adverse qualities have been eliminated to such a degree that one may ride in a C.I. engined vehicle and not be aware that the power unit is other than the ordinary petrol engine. The starting difficulty also is being overcome and though in some instances a starter petrol motor is carried, it is rapidly becoming an emergency provision rather than a necessity. The speed of development, or shall we say the speed of the adoption of the C.I. engine will depend to a great extent on the speed of development of "service." The entire country at the present time is splendidly equipped with garages and service stations, entirely devoted to the service of the petrol engine, and it will be necessary for the progenitors of the C.I. engine to persuade the proprietors of these service stations to extend their service to the C.I. engine. This will not be difficult because the main difference between the two types of engines lies in the fact that a pump, or battery of pumps, takes the place of the petrol carburetter, and the fuel combustion in the heavy oil engine is spontaneous instead of having to be ignited by an electric spark or otherwise. Therefore the matter of service development is a comparatively simple affair, needing only a little encouragement. Unless something very unlooked for occurs, such as some very remarkable discovery, rendering the petrol engine far more economical than is now the case, the C.I. engine will continue to grow in favour for commercial transport, and it is evident that all the leading heavy commercial motor manufacturers are preparing for such a change in fashion which the new additional petrol tax must, of necessity, accelerate.

**The Supplementary Budget.**

JUST as we go to press the Chancellor of the Exchequer has placed before the House of Commons his scheme for balancing the Budget and producing next year sufficient additional revenue, which, coupled with economies of various kinds, will enable the country to meet an estimated deficit of £170,000,000. The call for equality of sacrifice which has been on the lips of the Prime Minister since the crisis became acute is carried out in the new Budget, and all classes and all industries will feel the increased burden which has been placed upon them. Road transport, which is already taxed to an almost overwhelming extent, has to face an increase of 2d. per gallon in the duty on petrol, a serious additional charge on running costs. Road users will also feel the effect of the slowing down of road improvement schemes which will result from the considerable reduction in the amount to be expended on such schemes. These are specific items of the Budget which the transport industry will have to reckon with in addition to the general increased taxation which in common with all others it will have to share. If times were normal there would undoubtedly be a tremendous outcry at the fresh burdens placed on the shoulders of the transport industry, but in this time of national crisis we feel sure that the members of the trade will bear any taxes which are necessary to place the finances of this country on a firmer foundation.

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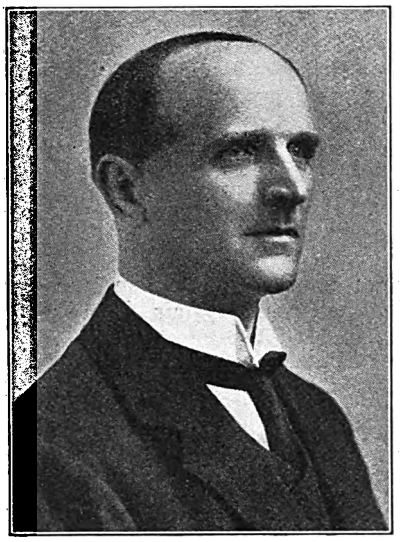
# Personal Notes.

**The New Minister of Transport.**—Mr. P. J. Pybus, C.B.E., M.P., has been appointed Minister of Transport in the National Government. The new Minister is Chairman of the Power and Traction Finance Co., Ltd.; Joint Deputy Chairman of Phœnix Assurance Co., Ltd.; Director, Times Publishing Co., Ltd.; Associated Portland Cement Manufacturers, Ltd., and English Electric Co., Ltd. Mr. Pybus is Liberal member for the Harwich Division of Essex. He has served on the Royal Commission on the Civil Service, Development Public (Utility) Advisory Committee, Committee of Education for Salesmanship, and Unemployment Grants Committee; Advisory Committee of Department of Overseas Trade and Committee on Industry and Trade.

**Mr. M. Hewitt's New Appointment.** — As announced briefly in our August issue, Mr. Mark Hewitt, L.M.S. Goods Agent at Leicester, has been appointed Goods Agent at Broad Street, London. Mr. Hewitt, who is a native of Mallerstang, has had a wide experience of all classes of goods station working. He served the old Midland Company at Colne, Lancashire, Derby, Manchester, etc., and prior to the amalgamation of the railways he was Parliamentary Clerk to the Chief Goods Manager at Derby, after which he was appointed Goods Agent at Camp Hill, Birmingham. Mr. Hewitt takes a keen interest in all phases of railway operation. He has been lecturer in economics and railway subjects to two educational authorities, and was one of the first members of the permanent committee set up by University College, Nottingham, to promote extra mural university education.

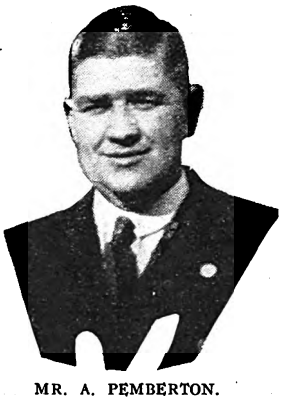


MR. MARK HEWITT.

**Worshipful Company of Coachmakers.**—At a recent meeting of the Court of the Worshipful Company of Coachmakers the following gentlemen were elected to office for the ensuing year:—Mr. Sydney Norris, F.I.B.C.M.—(Master); Mr. A. F. Farish—(Senior Warden); Mr. S. F. Connolly—(Renter Warden); Mr. J. D. Siddeley, C.B.E.—(Junior Warden).

**L.M.S. Appointments.**—Captain James White Harris, R.N.R. Marine Superintendent of the Booth Lines, Liverpool, has been appointed Chief Marine Superintendent of the London, Midland and Scottish Railway. Other appointments are:—Mr. J. H. Robinson, Assistant Divisional Superintendent of Operation, Crewe, to be District Passenger Manager, Liverpool; Mr. S. E. Parkhouse, District Controller, Willesden, to be Assistant Divisional Superintendent of Operation, Crewe; Mr. J. A. C. Picknell, District Controller, Rugby, to be District Controller, Willesden; Mr. G. R. Parker, District Controller, Patricroft, to be District Controller, Warrington; Mr. C. E. Fry, Passenger and Parcels Agent, Huddersfield, to be Station Master, Huddersfield; Mr. E. J. Trafford, Goods Agent, Penrith, to be Goods Agent, Lancaster; Mr. S. O. Cotton, District Engineer, Bradford, to be Divisional Engineer, Manchester; and Mr. J. Alexander, Assistant to Divisional Engineer, Manchester, to be District Engineer, Bradford.

**Avon's New London District Manager.**—Mr. A. Peake-Jones left the London offices of the Avon India Rubber Co., Ltd., at the end of last month to join another company after successful years as District Manager and Advertising specialist. He is succeeded as London District Manager by Mr. Arthur Pemberton, who has almost completed 21 years with the Company—he joined them in February, 1911. He has been Manchester and District Manager for the last five years, with duties taking him over several counties; previously he was Manager of Newcastle branch for four years, and prior to that was with Mr. Webster when the latter was Manchester District Manager. He has indeed played his part in the great progress made by Avon Tyres and other rubber products, and has found time for much valuable work—in connection with The Motor-Cycle & Cycle Trades Benevolent Fund; he was one of the Manufacturers' Group on the East Lancs. & Cheshire Division M.T.A. Committee; an officer of the Incorporated Sales Managers' Association, Manchester Branch. Highly esteemed all over the North for many reasons, he should be equally popular in his new sphere.



MR. A. PEMBERTON.

**Coventry Climax Developments.**—We are informed that Coventry Climax Engines, Ltd., Friars Road, Coventry, has arranged an extensive programme of development, involving the manufacture of engines for cars, goods vehicles and passenger vehicles, whilst a series of engines for industrial purposes is also included in the range. Several important contracts have, we understand, already been secured. In order to carry out this programme the works and staff have been re-arranged, and Mr. J. W. Mills, M.I.A.E., M.S.A.E., has been appointed General Manager, and Mr. W. P. Riley, Works Manager. Both these gentlemen have had a long association with the motor industry, and Mr. Mills has had long commercial-vehicle experience. Mr. H. D. Turner, who has been with the Company for a number of years, will continue as an active director and have control of sales. Mr. H. Hayward has resigned his position with the Company.

**Death of Mr. R. L. Horsfield.**—We deeply regret to announce the death of Mr. Robert Lund Horsfield, General Manager of the Leeds Corporation Tramways and Transport Services since 1928. Mr. Horsfield was for seventeen years Manager of Walsall Corporation Tramways, and for eight years prior to going to Leeds, General Manager of the Cardiff Tramways. In 1926 he was President of the Municipal Tramways and Transport Association.

THE WORLD'S CARRIERS
CARRYING TRADES' REVIEW

COMMERCIAL MOTOR TRANSPORT EXHIBITION.

OLYMPIA. NOVEMBER 5th-14th, 1931.

*We shall be glad to welcome our friends at our Stand No. 2. Members of our staff will be in attendance to discuss road transport matters.*

OUR OCTOBER AND NOVEMBER ISSUES WILL BE SPECIAL NUMBERS AND WILL DEAL FULLY WITH THE EXHIBITS TO BE STAGED.

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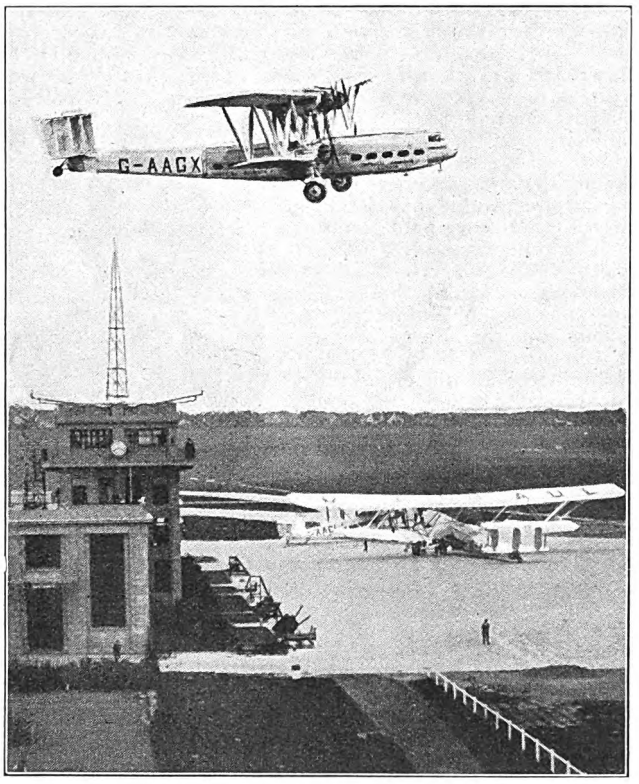
# Transport of Freight by Combined Rail and Air Services.

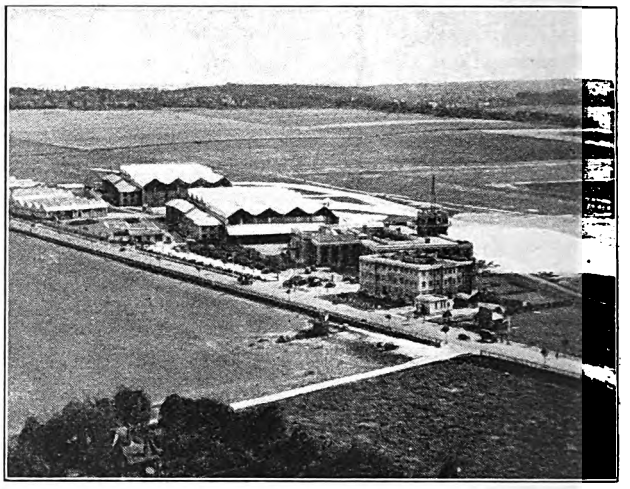
IN the early part of this year an agreement was made between the Railway Clearing House acting on behalf of the Great Western, London and North Eastern, London Midland and Scottish, Metropolitan, and Southern Railway Companies, and Imperial Airways, Ltd., for the transport of freight by combined rail and air services.

The scheme has, therefore, only been in operation for a very short time, but some particulars of the arrangements entered into will be of interest to our readers.




ONE OF IMPERIAL AIRWAYS FLEET "HANNIBAL" ABOUT TO LAND.

The railway companies are agents of Imperial Airways, Ltd., both for receiving from Imperial Airways, Ltd., and forwarding to destination, merchandise imported into Great Britain from abroad and for receiving merchandise for export and transferring it to Imperial Airways, Ltd. This means that the railway companies will act as collection and delivery agents for continental and foreign traffic from all parts of this country, transferring the freight to Imperial Airways, Ltd., for dispatch



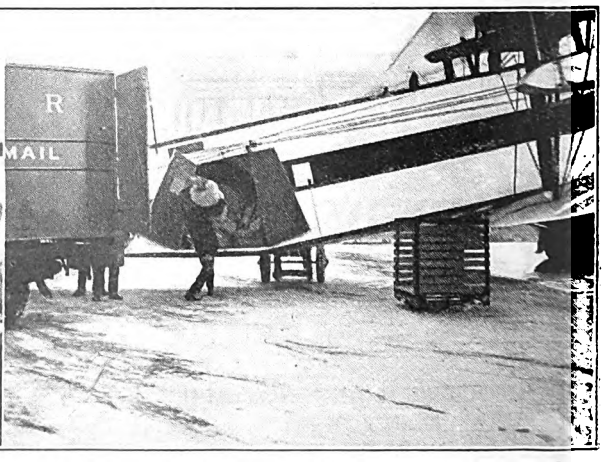
AERIAL VIEW OF CROYDON AIRPORT.

by air to destination abroad, or receiving from Imperial Airways, freight which has come by air from other countries.

LOADING SPECIAL FREIGHT AT CROYDON.

All freight carried partly by rail and partly by air will travel throughout its journey under the conditions of the International Air Traffic Association consignment

LIVE STOCK FOR ABROAD.




LOADING MAILS DIRECT FROM MOTOR VAN TO AEROPLANE.

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note, and such note will be signed by the Consignor before the dispatch of the merchandise.

As the Air Port is at Croydon, Imperial Airways undertake to collect export traffic from and deliver import traffic to the London termini or Croydon, as the case may be.

A scale of Through Rail and Air Freight Rates has been agreed between the Railway Companies and Imperial Airways, Ltd. The arrangements for C.O.D. terms are that no consignment of merchandise will be accepted when the value of the C.O.D. exceeds £40. The insurance arrangements are made by Imperial Airways, Ltd., and will apply throughout the journey.

Freight arriving at Croydon consigned to provincial towns, whether carried by Imperial Airways or any other Air Company who wishes to come into this arrangement, will be cleared through Customs at Croydon by the carrying Company and then handed over to Imperial Airways' Freight Department for forwarding. The arrangement with the Railway Companies will be made by Imperial Airways, who, in their turn will deal with the other Air Companies. That is, the Railway Companies will only know Imperial Airways in the matter.

This arrangement between the Railway Companies and Imperial Airways, Ltd., is an exclusive one, Imperial Airways, Ltd., having undertaken not to enter into a similar scheme with the Road Transport interests.

# Institute of Transport.

## Forthcoming Meetings. Session 1931-32.

**Mr. Frank Pick** will deliver his Presidential Address at the Opening Meeting of the Institute of Transport to be held in London at 5.30 p.m., on Monday, October 12th, next.

Other Sessional arrangements are:—

ORDINARY MEETINGS.

*(Mondays at 5.30 p.m., unless otherwise stated, at the Institution of Electrical Engineers, London).*

1931.

Nov. 9th—Annual General Meeting to be followed by joint meeting with the Town Planning Institute.
"Liaison between Transport and Town Planning," by J. Paterson, M.C. (former Member of Council).

Dec. 14th—"English port ownership and control" by D. Ross-Johnson, C.B.E. (Member of Council).

1932.

Jan. 11th—"Mechanised marshalling yards; their development and effect on operating," by H. H. Mauldin (Member of Council).

Feb. 8th—"The problem of road finance in its relation to central and local government, and road users," by A. Hacking, D.S.O., M.C. (Member), and W. Rees Jeffreys.

March 14th—"Colour light signals in relation to multiple aspect and manual block signalling," by A. F. Bound (Member of Council). Joint meeting with the Institution of Railway Signal Engineers.

April 11th—"Classification of merchandise; origin and application," by G. H. Wheeler (Member).

LECTURES AND INFORMAL MEETINGS.

*(Tuesdays at 6 p.m., unless otherwise stated, at the Institution of Electrical Engineers, London).*

*Special Lecture for Metropolitan Transport Students.*

1932.

Feb. 16th—"The general principles of an efficient system of transport accounting," by Sir Arthur Lowes Dickinson, M.A., F.C.A.

LECTURES FOR GRADUATES AND STUDENTS.

1931.

Oct. 20th—"Transport of goods by railway: its present limitations," by H. W. Payne.

Dec. 15th—"Competition and co-ordination in transport," by Professor Arnold Plant (Associate).

1932.

April 19th—"Transport developments in 1931," by R. Bell, C.B.E. (a Vice-President).

INFORMAL MEETINGS.

1931.

Nov. 17th—"Bus traffic publicity," by W. H. Gaunt, O.B.E. (a former Vice-President).

1932.

Jan. 19th—"Railway freight rates, 1950," by G. J. Ponsonby (Associate).

March 15th—"Is the speed factor detrimental to the economic development of transport?" by F. Godin.

# Institute of Transport.

## Metropolitan Graduate and Student Society.

**Chairman:** A. G. Course, A.M.Inst.T., F.R.A.S., A.I.N.A. (P.L.A.).

**Vice-Chairman:** J. L. Harrington, A.M.Inst.T. (S.R.).

**Committee:** G. Barker, A.M.Inst.T. (Roads); W. C. Collins, Grad.Inst.T. (S.R.); C. A. Dove, A.M.Inst.T. (P.L.A.); A. H. Earley, Grad.Inst.T. (L.N.E.R.); W. H. Jones, Grad.Inst.T. (L.G.O.C.); J. M. Leighton-Bailey, B.Sc. (Econ), Grad.Inst.T. (S.R.); E. E. Potter, A.M.Inst.T. (G.W.R.); R. R. J. Plummer, Grad.Inst.T. (Roads); R. M. Wheatley, A.M.Inst.T. (L.N.E.R.); G. Yorke, A.M.Inst.T. (L.E.R.).

**Honorary Secretary:** C. F. King, A.C.I.S., A.M.Inst.T. (Roads).

**Honorary Treasurer:** G. H. Searle, Grad.Inst.T. (Roads).

**Honorary Auditors:** D. W. Aldred, A.M.Inst.T. (Met. Rly.); C. A. Butts, Grad.Inst.T. (S.R.).

**Programme. Session 1931/32.**

Oct. 27th, 1931. Inaugural Meeting. Address by the President of the Institute (Mr. Frank Pick).

Nov. 3rd, 1931. "International Traffic Arrangements" by A. H. Earley.

Dec. 1st, 1931. "The Development of Friendly Relations between the Public and the Railways" by F. L. Hick.

Jan. 5th, 1932. Discussion of Examination Questions. Mr. C. E. R. Sherrington in the Chair.

Feb. 2nd, 1932. "Organisation of an Industrial Transport Department" by G. Barker.

March 1st, 1932. Debate: "That the economic life of the Community would benefit by the extension of facilities for waterborne traffic as opposed to those of Land Transport." Chairman: R. E. Morley; Affirmative: F. Godin; Negative: E. E. Potter.

April 5th, 1932. "Railway Transport in Italy" by F. Oswald Waite.

May 3rd, 1932. Annual General Meeting.

Meetings are held at 6 p.m. at the Institution of Electrical Engineers, London.

# Irish Free State Road Traffic Bill.

THE text of the Irish Free State Road Traffic Bill, 1931, was issued on August 18th, by the Minister for Local Government. This Bill was introduced in Dail Eireann on July 17th, and is down for second reading when the Dail meets in October. The Bill is divided into eleven parts, each concerned with a separate section, such as the classification of mechanically propelled vehicles, licences to drive and control such vehicles on the public roads, speed limits, compulsory insurance, certificates of competency, regulation of control of public service vehicles, street service vehicles, the lighting of vehicles, and other matters relating to the using and operating of vehicular traffic, all vehicles for public hire in the Free State being included in the scope of the Bill. The regulations proposed in respect of the insurance of all vehicles, including third-party insurance, are an important feature of the Bill, and the licensing of drivers receives a considerable share of attention. In this connection it may be mentioned that in the Free State there are altogether some 67,000 drivers. The number of private motor cars in the Free State is 32,632; motor cycles, 7,039; commercial vehicles, 7,558; locomotives 603; omnibuses, 722: chars-a-banc, 42; and small hackney-cars, including taxi-cabs, 5,150. The Bill provides that no bus will be permitted to run except on an approved road suitable for such a vehicle, and that every vehicle with seating accommodation for more than fourteen persons, must carry a conductor, who must also be licensed as well as the driver.

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# Proposal to Abolish the Road Fund.

## Committee on National Expenditure.

THE Report of the Committee on National Expenditure, presided over by Sir George May, contains the recommendation that the Road Fund should be abolished, the proceeds of all motor taxation being left in the Exchequer and all grants being provided on Annual Parliamentary Votes, and it is pointed out that the postponement and slowing down of schemes and lowering of the present very high standard of maintenance will result in a saving to the Exchequer in a full year of £7,865,000.

The Road Fund, or as it was first termed, the Road Improvement Fund, the Report states, was instituted to provide a continuing fund out of which grants might be made for the improvement of roads. It was fed by the produce of excise duties on car licences and a customs duty on petrol. In 1920 the Fund was reconstituted on a much wider basis. The petrol duty, which had during the war been transferred to the Exchequer, was abolished and the licence duties on motor cars were greatly increased, the scope of the Fund being at the same time widened to include the maintenance as well as the improvement of roads and certain ancillary services in addition.

The development of serious unemployment soon after the reconstitution of the Fund led to the launching of a series of special programmes of road works with assistance from the Fund to provide employment, and the revised estimates of the cost of these programmes to the Road Fund and the Exchequer up to March 31st, 1930, gave a total of £36,412,695. The total estimated cost of the schemes to which these contributions have been offered amounts to approximately £56,500,000 and the contribution from public funds is approximately £36,400,000, the balance being found by local authorities. The schemes included in these programmes did not differ in essential character from road work that was being aided under the normal operations of the Fund: the main difference lay in the magnitude of the schemes and in the high proportion of the cost met from the Road Fund. From 1925 to 1929 the practice of earmarking special schemes as unemployment works was discontinued but it has been resumed and greatly extended by the Labour Government.

The Budget of 1926 made substantial changes in the finance of the Fund. On the one hand the licence duties on certain types of vehicles were increased. On the other, one-third of the proceeds of the duties on private motor cars and cycles was permanently assigned to the Exchequer as being of the nature of luxury taxation, the two-thirds allocated to the Road Fund being regarded as an appropriate charge for road user. At the same time £7,000,000 of the accumulated balance was transferred to the Exchequer to assist in meeting the exceptional budget difficulties of the year and the Fund assumed the liability for grants that had been made for roads by the Unemployment Grants Committee, then roughly £1,000,000 per annum.

On the 31st March, 1927, the balance to the credit of the Fund stood at £12,259,000 with total commitments estimated at £27,187,000. Owing to the fact that roughly two-thirds of the revenue of the Fund is received in the last quarter of the financial year (i.e., the first quarter of the calendar year) a balance of this amount was not in excess of cash requirements. Nevertheless, Budget difficulties being still acute, a further £12,000,000 was transferred to the Exchequer, the Treasury undertaking at the same time to make any necessary advances required to finance the Fund each year until its revenue came in.

Still further breaches were to follow in the system under which motor taxation was to be applied towards meeting the cost of roads. In 1928 a Customs duty of 4d. a gallon was imposed on petrol in connection with the great scheme of rating reform of that year, the proceeds of the duty being allocated to the Exchequer to assist in meeting the heavy cost of the scheme. That scheme substituted a system of block grants for a number of the existing percentage grants, including the grants theretofore made from the Road Fund towards the maintenance of classified roads in London and the County Boroughs and non-classified roads in other areas. An amount equal to the discontinued grants was charged upon the Road Fund as a contribution towards the block grants and in addition the Fund was required to contribute £3,000,000 per annum towards the increased grants that were being made to local authorities to allow for the growth of the block granted services. The total amount so charged on the Road Fund is £6,475,000 per annum. Finally in the current year the Customs duty levied on petrol for general revenue purposes has been increased from 4d. to 6d. a gallon.

The Report continues:—

We have already referred to the revival by the present (i.e., Labour) Government of special unemployment programmes of road works. Two main programmes have been announced:—(i) Five years' programme of works costing £27,500,000; (ii) Trunk roads programme of works costing £21,000,000 with grants from the Road Fund in both cases usually of 75 per cent. or more of the net cost. These grants are additional to any liabilities that have been accepted in connection with London schemes, particularly for cross river traffic. The total commitments outstanding under all these various schemes amounted on 31st March last to roughly £60,000,000.

In view of the long recital of decisions almost without exception tending to impair the solvency of the Fund, it is not surprising to find its finances now in a most unsatisfactory state.

The Report then proceeds to refer to a table supplied by the Ministry of Transport showing the estimated position under existing policies over the five years 1931-1936, and the Committee points out that if provision for interest on the outstanding debt be included, every year of this quinquennium shows a deficit, the debt rising to over £30,000,000 and this includes nothing for the Charing Cross Bridge Scheme which with its approaches is estimated to cost the Road Fund over £10,000,000.

As it is now being administered, the Report states, this Fund has become a liability on the national finances and in the view of the Committee drastic action is necessary to remedy the position. First among the steps the Committee recommend is the abolition of the Fund and placing expenditure on road grants on the annual votes of Parliament. There is no longer any clear cut division between road finance and the general budget either on the revenue or on the expenditure side: the term "Self-supporting Service" is now clearly a misnomer: but what impresses the Committee most of all is the wholly inadequate financial control that is being exercised over road expenditure. It is far easier to get £1,000,000 spent on roads than £100,000 on any service requiring express Parliamentary sanction. The Committee do not blame the Treasury for this state of affairs, though Treasury sanction is necessary for all expenditure from the Road Fund. Rather do they regard it as the natural consequence of a system that allocated a rapidly expanding revenue to a particular service irrespective of the needs of the service and with no power reserved to Parliament to check its growth.

In recommending that expenditure on roads be brought under Parliamentary control the Committee say it is recognised that much of it is necessary expenditure required to provide for the economic development of the country, but they cannot shut their eyes to the evidence on every side of heavy outlay on what they have termed "amenity development," development largely serving the needs of pleasure traffic in so far as it is required at all by present traffic. But it is not enough merely to bring road finance under Parliamentary control: the budgetary position demands that that control should be rigidly exercised to eliminate unessential schemes where possible and in other cases to slow down the rate of expenditure to something more nearly approaching what we can afford. The estimated expenditure for 1932 is £34,340,000, including £6,475,000 for the contribution to the Block Grant. This £6,475,000 would, under the Committee's proposal, be voted in future as part of the General Exchequer Contributions to Local Revenue in Class X Votes 1 and 2 of the Civil Estimates. The Committee recommend that the balance of the Road Fund estimate, viz., £27,865,000 be reduced at least to £20,000,000 for each of the next two years.

A limitation of the Vote to £20,000,000 for the next two years will involve the postponement of many schemes already approved in principle and the slowing down of many others. It should also involve some lowering of the present very high standard of maintenance. As regards new commitments for the future the Committee recommends a very cautious policy, at any rate until existing liabilities are well on the way to being liquidated.

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# C.I. Engine Chassis Demonstration.

THE Municipal Tramways and Transport Association (Incorporated) held its Annual Meeting of the Managers' Section at Manchester on September 10th and 11th. In connection with this meeting a Demonstration was held of different types of compression ignition engine chassis at the High Road Workshops of the Manchester Corporation Transport Department. The following firms took part in the Demonstration:—1. Associated Equipment Co., Ltd.; 2. Blackstone & Co., Ltd.; 3. Crossley Motors, Ltd.; 4. Leyland Motors, Ltd.; 5. Norris, Henty & Gardner, Ltd.; 6. T.S. Motors, Ltd.; 7. John I. Thornycroft & Co., Ltd.

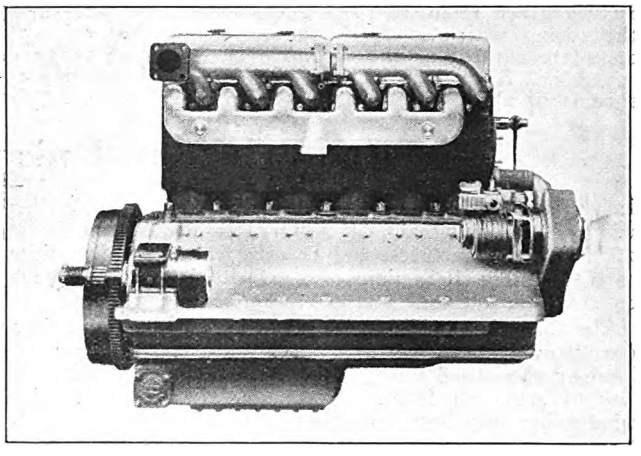
The following are brief particulars of the engines demonstrated:—

**Associated Equipment Co., Ltd.** This firm showed a chassis fitted with an A.E.C. Ricardo 130 h.p. high speed oil engine which is the result of over three years intensive research work on the part of members of the A.E.C. Technical Staff and many long duration service tests. It was thought to produce an engine to develop a range of speed equal to that of the petrol power unit. The firm claims that they have largely achieved their aim as this engine speed is up to 3,000 r.p.m. and for ordinary travelling speed 2,000 r.p.m. is normal. The further claim for this engine is that it is comparatively light. The engine is a six-cylinder unit, 115 mm. bore by 142 mm. stroke, giving a swept volume of 8.85 litres, and the weight complete with all accessories 1,400 lbs. In design the unit is similar to a modern high class petrol engine. The cylinder is a monobloc casting. There are two cylinder heads fitted, each covering three cylinders. The heads carry the valves and valve rockers and the combustion chamber. A single cylinder head cover is fitted over the two heads and incorporates the air intake manifold. The crankshaft has seven main bearings 85 mm. diameter and the crank pins 75 mm. diameter with webs of corresponding proportions and the shaft is dynamically balanced. The pistons are of heat treated aluminium alloy, and are provided with three pressure and two scraping rings. The connecting rods are of drop forged alloy steel of the usual section. Lubrication is by a gear type pump with a patented device for providing a supply of low pressure oil to the valve gear. The valves are operated through push rods and rockers to the camshaft which is inside the crankcase. The fuel pump and injectors are Standard Bosch and equipment and work at an injection pressure of 1,000 lbs. per sq. in. A special exhaust pump, driven at half engine speed in tandem with the fuel pump, is fitted for brake operation. The exhauster maintains a vacuum of 22-24 ins. mercury on a tank carried inside the frame, and thus does away with the necessity for throttling the engine intake and fuel cut-off when the brakes are applied. The electrical equipment consists of twin 24-volt generators driven in tandem and a C.A.V. Bosch electric starting motor. All auxiliaries are mounted on the near side of the engine.

**Blackstone & Co., Ltd.** This firm showed a six-cylinder crude oil engine developing 60 b.h.p. at 1,000 r.p.m. This was shown on a stand and there was a similar engine fitted to an old Leyland chassis. These Blackstone engines work on the "Spring Injection" system. By this method the fuel is introduced by a separate injector placed at the top of each cylinder, and it functions correctly irrespective of the engine speed. The full injection pressure is not applied until the charge of the fuel oil is imprisoned in the injector block thus avoiding the necessity for an external high pressure fuel system. Fuel is led to the injectors by means of a manifold situated in the cylinder heads and drainage from each injector is collected in a duplicate manifold and returned to the fuel tank. The engine has detachable cylinder heads and the cylinder case is monobloc casting. The cylinders are provided with liners and are easily and quickly replaced in case of necessity. Lubrication is carried out on the splash system. The engine is governed by a four ball centrifugal governor and it regulates at the stroke of the fuel injector plungers according to the load on the engine. It can be connected directly to the accelerator pedal and regulates in the same manner as the throttle on a petrol engine. Starting is either by an electric self-starter geared to the flywheel by the "Bendix" pinion or by an auxiliary petrol engine geared to the main engine by two trains of wheels which are disengaged when the main engine is running. When starting up, all compression is removed from the main engine and the starting gears are engaged. The main engine is given half a turn which starts the petrol engine. As speed is gained full compression is put on the main engine which takes up its firing and the petrol engine is disengaged, stopping automatically at the same time.

**Crossley Motors, Ltd.** The vehicles demonstrated were a Crossley oil engine double-decked 50-seater omnibus similar to those supplied to the Manchester and other corporations. There was also a Crossley oil engine suitably mounted which was running during the Conference. In addition the associated firm, Crossley Bros., Ltd., were exhibiting some very interesting engines, one being the six-cylinder six-crank 225 h.p. Diesel. These Crossley engines were exhibited in sequence so as to mark progress at different stages. Crossley's, being the pioneers in this country of the original atmospheric gas engine, built in 1869, this type of engine was built by them in powers of ¼, ½, 1 and 2 h.p. nominal. An actual example of this early development was shown in working operation. The speed developed was 80 r.p.m. The next engine was a 2 h.p. Crossley oil engine representative of the 1891 period. The third engine represents the present day engine and was, as stated above, a six-cylinder vertical compressorless diesel engine with normal rating of 225 b.h.p. at 500 r.p.m. It is cold starting and burns the cheapest grades of fuel oil.

The following is a brief description of the Crossley Motors, Ltd., heavy oil engine for double-deck omnibus



THE CROSSLEY 6-CYLINDER HEAVY OIL ENGINE.

work. It is a six-cylinder model, bore 4¼ ins. x 6 ins. developing 60 h.p. at 1,000 r.p.m. and 100 h.p. at 2,500 r.p.m. Its capacity is 510.7 cubic inches or 8,368 c.c. It is fitted with a vibration damper at the front of the crankshaft. The cylinders are cast en bloc and are fitted with renewable liners. There are cylinder heads in two blocks of three, overhead valves and forced lubrication with relief valve. Two oil pumps are situated in the sump driven from the end of the camshaft, one for pressure to the bearings and one to maintain the dry sump. The main body of oil is retained in a separate chamber. Compression release for starting by lifting the exhaust valves. The engine is started by an electric motor heavy oil engine type with pinion to the gear ring on the flywheel. The fuel pumps are valveless constant stroke, single plunger per cylinder type provided with injection advance and retard device.

**Leyland Motors, Ltd.** This firm was exhibiting a Leyland experimental compression ignition engine chassis. This is as indicated at present in its experimental stage and was one of a batch being built for subjection to exhaustive road tests. The engine is of the direct ignition type interchangeable with the company's well-known "T" range of petrol engines, having its moving parts considerably strengthened. A complete description of this engine will appear in due course in this journal.

**Norris, Henty & Gardners, Ltd.** The Gardner six-cylinder engine, as exhibited, was a six-cylinder unit, bore 4½ ins., stroke 6 ins. The Gardner engine had detachable cylinder heads each cylinder head covering three cylinders. The valves are overhead push rod operated.

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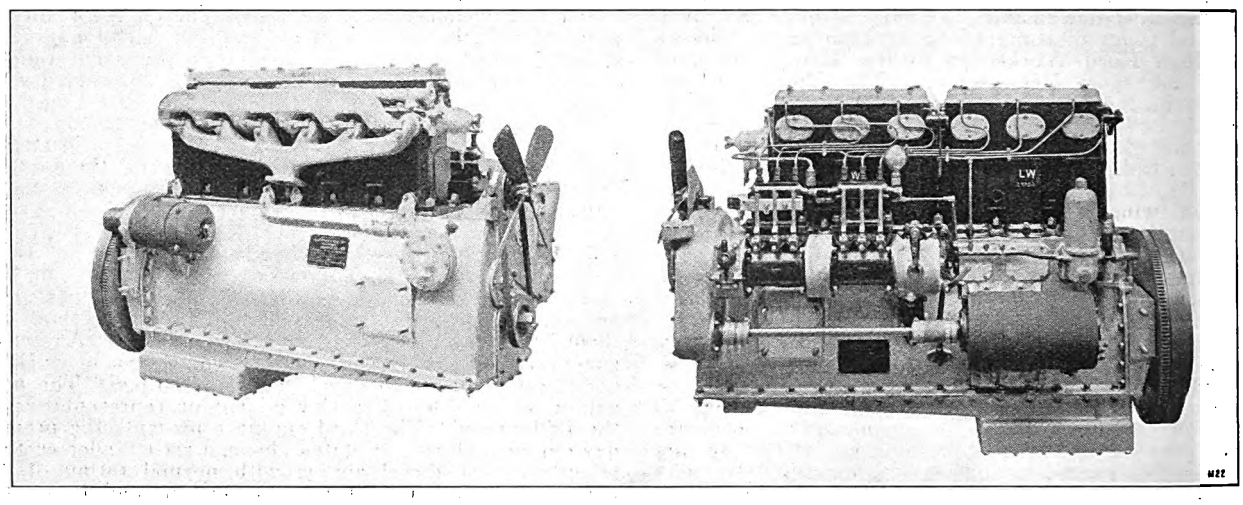
The crankshaft has seven main bearings. The connecting rods are of forged nickel alloy steel, drilled to carry lubrication under pressure, from the big ends to the floating gudgeon pins. The pistons are of aluminium alloy, fitted with 4 pressure and 2 scraper rings. Lubrication is fully forced feed to all working parts by gear type pump. Governing is effected by a powerful centrifugal governor which automatically controls the amount of the injected fuel so as to suit the load on the engine at any given moment. The accelerator pedal acts upon the spring which loads the governor, the latter having complete control of the engine over its whole range of speed, i.e., 350 r.p.m. to 1,700 r.p.m. The injection pressure is of about 2,000 lbs. per sq. in. at max. h.p. The sprayer is a simple piece of mechanism there being no adjustments to be made by the user, and the operation of removing the sprayer is as easy as removing a sparking plug. The weight of this engine complete with flywheel is 1,480 lbs. or approximately 14.5 lbs. per b.h.p. The engine is easily started cold by hand without the use of cartridges, electric heater plugs, or any auxiliary devices.



THE GARDNER 6-CYLINDER L.W. TYPE COMPRESSION IGNITION ENGINE.

**T.S. Motors, Ltd.** The chassis which was exhibited was a Standard 26/32-seater fitted with a Gardner 38/50 4L2 type high speed diesel oil engine which is similar to the Gardner engine described above except that it is a four-cylinder model instead of six. It develops 38 to 50 b.h.p. at 1,000 to 1,300 r.p.m.

## The Exhibition Policy of the Motor Industry.

In view of the prominence given to the desirability or otherwise of continuing annual Motor Exhibitions, the Society of Motor Manufacturers and Traders feel that their position, as representing all Sections of a great national industry, may be of public interest.

The Motor and Commercial Vehicle Exhibitions have, during over a quarter of a century, become of more than local or specialised interest, and the Society have of necessity to study all factors in deciding, from time to time, what policy may best meet the requirements of the Industry as such and, a matter of greater importance, the wishes of the public.

The Council of the Society, which represents every section of the Motor Trade, manufacturers of all forms of motor products, importers and the distributing trades, decides all questions of policy and, in the light of the many interests involved, questions upon which there must of necessity be differing individual, or even sectional, opinions are ventilated from every point of view, and seldom indeed is any decision of major policy taken without ultimately complete unanimity.

The general political situation, as an example, necessitated some consideration of Exhibition Policy, and the Management Committee of the Society have no hesitation in deciding that it is their duty to the public to proceed with their plans for both the Motor and Commercial Vehicle Exhibitions in October and November respectively, as some indication that the Motor Industry must spare no effort to keep the wheels of trade moving.

What Exhibition Policy may be contemplated in the future, will doubtless be considered in due course, but the public may rest assured that no reversal of a policy which in the past has undoubtedly proved to the benefit of the community, will be arrived at without the fullest possible consideration, in the light of all circumstances then prevailing.

## Overseas Trade Development Council.

Mr. G. M. Gillett, M.P., Secretary of the Department of Overseas Trade, announces that in accordance with the arrangement whereby membership of the Overseas Trade Development Council is reviewed annually, the Council has been reconstituted as follows, with effect from August 1st, 1931:—

Mr. G. M. Gillett, M.P. (Secretary, Department of Overseas Trade), (Chairman); Sir E. T. F. Crowe, K.C.M.G. (Comptroller-General, Department of Overseas Trade), (Vice-Chairman); Sir Alan Anderson, K.B.E. (Director, Anderson, Green & Co., Ltd. (Managers, Orient Line), Director, Bank of England, Suez Canal Company, and L.M. & S. Railway. Hon. President, International Chamber of Commerce); Sir Arthur Balfour, Bt., K.B.E. (Managing Director, Arthur Balfour & Co., Ltd., Past-President, Association of British Chambers of Commerce, etc.); Sir Francis Joseph, C.B.E., J.P. (Chairman and Managing Director, Settle, Speakman & Co., Ltd., Mossfield Colliery, Ltd., and Bignall Hill Colliery Co., Ltd. President, North Staffordshire Chamber of Commerce since 1923); Sir William Larke, K.B.E. (Director, National Federation of Iron and Steel Manufacturers); Mr. L. W. Matters, M.P. (Member of Parliament for the Kennington Division of Lambeth); Mr. W. Thow Munro (Director, Munro & Co., Ltd., Edinburgh); Mr. J. C. Nicholson (Director, Imperial Chemical Industries, Ltd.); Sir Gilbert Vyle (Managing Director, W. & T. Avery, Ltd., Past-President, Association of British Chambers of Commerce, and the British Engineers' Association, etc.); Official Representatives:—Sir Horace Wilson, K.C.B., C.B.E. (Chief Industrial Adviser to His Majesty's Government); Mr. P. W. L. Ashley, C.B. (Principal Assistant Secretary, Industries and Manufactures Department, Board of Trade); Mr. G. I. H. Lloyd (Director, Trades and Economic Division, Department of Overseas Trade); Mr. Louis Beale, C.B.E. (Special Commissioner to the Council); Mr. Arthur Mullins, C.B.E. (Secretary to the Council); Mr. C. M. Pickthall (Assistant Secretary to the Council). As in the past, special representatives of trade and industry will be invited to attend the meetings of the Council when particular trades, industries or markets are being reviewed. For this purpose there is a panel of representatives who will assist the work of the Council and will be available for informal consultations. The panel includes representatives of industry, of the Co-operative Societies, and of the Coal, Steel and Textile Trade Unions.

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# Commercial Motor Transport Exhibition.

## Olympia, London, November 5th—14th, 1931.

THE tenth International Commercial Motor Transport Exhibition will be held at Olympia, London, from November 5th to 14th.

In the main the exhibits are divided into four sections, viz.: Commercial Vehicle and Body Work; Tyres; Accessories and Components; Service and Garage Equipment. The preliminary list of Exhibitors who will be staging specimens of their manufactures has been issued by the Society of Motor Manufacturers and Traders, and shows that, at the moment there are 101 firms exhibiting in the vehicle and body work section, 14 in the tyre section, 225 in the accessory and component section, and 46 in the service and garage equipment section.

This year's show promises to be as outstanding as any of its predecessors.

We print below in alphabetical order a full list, corrected to August 21st, of exhibitors in the commercial vehicle and body work section.

* * * *

**Commercial Vehicle and Body Work Section.**

| Stand No. | |
|---|---|
| 13 | E. D. Abbott, Ltd. |
| 38 | Albion Motors, Ltd. |
| 49 | Arlington Motor Co. |
| 26 | Armstrong-Saurer Commercial Vehicles, Ltd. |
| 59 | Associated Equipment Co., Ltd. |
| 41 | Austin Motor Co., Ltd. |
| 77 | John C. Beadle (Coach Builders), Ltd. |
| 40 | Beardmore (Paisley), Ltd. |
| 119 | Berna, Fab. d'Automobiles, S.A. |
| 117 | Bristol Tramways & Carriage Co., Ltd. |
| 24 | British Mercedes-Benz, Ltd. |
| 153 | J. Brockhouse & Co., Ltd. |
| 109 | Bromilow & Edwards, Ltd. |
| 52 | Brush Electrical Engineering Co., Ltd. |
| 51 | H. V. Burlingham, Ltd. |
| 17 | W. P. Butterfield, Ltd. |
| 57 | Carrimore Six Wheelers, Ltd. |
| 67 | Carter, Paterson & Co., Ltd. |
| 68 | Citröen Cars, Ltd. |
| 113 | Commer Cars, Ltd. |
| 140 | Cranes (Dereham), Ltd. |
| 104 | Crossley Motors, Ltd. |
| 5 | Cunard Motor & Carriage Co., Ltd. |
| 61 | Daimler Co., Ltd. |
| 63 | Dennis Bros., Ltd. |
| 58 | Dodge Bros. (Britain), Ltd. |
| 29 | Christopher Dodson (1930), Ltd. |
| 74 | Duple Bodies & Motors, Ltd. |
| 54 | Duramin Engineering Co., Ltd. |
| 142 | R. A. Dyson & Co., Ltd. |
| 44 | Eagle Engineering Co., Ltd. |
| 93 | Eccles Motor Caravans, Ltd. |
| 80 | Elkington Carriage Co., Ltd. |
| 53 | English Electric Co., Ltd. |
| 141 | Flexion Products, Ltd. |
| 66 | Fodens, Ltd. |
| 70 | Four Wheel Drive Motors, Ltd. |
| 43 | Garner Motors, Ltd. |
| 90 | Richard Garrett & Sons, Ltd. |
| 34 | General Motors, Ltd. |
| 105 | Gilford Motor Co., Ltd. |
| 28 | Grose, Ltd. |
| 33 | Guy Motors, Ltd. |
| 118 | Halley Motors, Ltd. |
| 31 | Thomas Harrington, Ltd. |
| 154 | Harrow Industrial Co., Ltd. |
| 78 | J. Heaver. |
| 50 | Henschel & Sohn, A.G. |
| 97 | Hillman Motor Car Co., Ltd. |
| 72 | Hoyal Body Corporation (1928), Ltd. |
| 111 | Hydraulic Hoist Co., Ltd. |
| 89 | International Harvester Co., of Gt. Britain, Ltd. |
| 35 | Jowett Cars, Ltd. |
| 65 | Karrier Motors, Ltd. |
| 25 | Latil, Soc. Anon. Automobiles Industriels. |
| 64 | Leyland Motors, Ltd. |
| 56 | London Lorries, Ltd. |
| 138 | Longframe Six-wheeler Construction Co. |
| 37 | Maudslay Motor Co., Ltd. |
| 110 | Midland Light Bodies, Ltd. |
| 101 | Morris Commercial Cars, Ltd. |
| 115 | Morris Motors, Ltd. |
| 98 | W. Mumford, Ltd. |
| 19 | Normand Garage, Ltd. |
| 47 | Northern Counties Motor & Engineering Co., Ltd. |
| 20 | Park Royal Coach Works, Ltd. |
| 75 | F. W. Plaxton. |
| 151 | Raleigh Cycle Co., Ltd. |
| 27 | Ransomes, Sims & Jefferies, Ltd. |
| 48 | R.E.A.L. Carriage Works, Ltd. |
| 36 | Renault, Ltd. |
| 76 | Reo Motor Car Co. |
| 71 | Wm. & Thos. Robson, Ltd. |
| 69 | Rover Co., Ltd. |
| 91 | G. Scammell & Nephew, Ltd. |
| 32 | Scammell Lorries, Ltd. |
| 114 | Sentinel Waggon Works, Ltd. |
| 106 | Shefflex Motors, Ltd. |
| 22 | Short Bros. (Rochester & Bedford), Ltd. |
| 103 | Singer & Co., Ltd. |
| 94 | Spenborough Engineering Co. |
| 21 | Spicers Motors, Ltd. |
| 99 | Spurling Motor Bodies, Ltd. |
| 46 | Strachans (Acton), Ltd. |
| 116 | Studebaker Corporation. |
| 55 | Herbert E. Taylor & Co., Ltd. |
| 42 | Thompson Bros. (Bilston), Ltd. |
| 62 | John I. Thornycroft & Co., Ltd. |
| 108 | Trojan, Ltd. |
| 60 | T.S. Motors, Ltd. |
| 96 | Unic Automobiles, Ltd. |
| 100 | Vauxhall Motors, Ltd. |
| 150 | Vickers-Armstrong, Ltd. |
| 45 | Vincents of Reading. |
| 92 | Walker Bros. (Wigan), Ltd. |
| 95 | Waveney Co., Ltd. |
| 73 | Weymann's Motor Bodies (1925), Ltd. |
| 112 | Willowbrook, Ltd. |
| 39 | Willys Overland Crossley, Ltd. |
| 102 | Wilson Motor & Engineering Co. |
| 30 | Yorkshire Patent Steam Wagon Co., Ltd. |

# Gas Cylinders (Conveyance) Regulations, 1931.

UNDER the Gas Cylinders (Conveyance) Regulations, 1931, which came into force on September 1st, and applicable to the conveyance by road of vessels containing in a compressed state, air, argon, carbon monoxide, coal gas, hydrogen, methane, neon nitrogen and oxygen, it is laid down that cylinders shall be so conveyed as not to project beyond the sides or ends of the vehicle, and adequate means shall be taken to prevent cylinders falling off the vehicle. The regulations do not apply to a cylinder carried exclusively for the purposes of and attached to the vehicle, neither do they apply to a cylinder the capacity of which does not exceed 12 lbs. of water, or to any air receiver to be used in connection with the starting of an internal combustion engine or to any air receiver which forms part of a compressing plant.

The owner of a vehicle used for the conveyance of cylinders containing any compressed gas referred to above who employs any person in connection with each conveyance, shall take measures to ensure that any such person is acquainted with and carries out the Regulations.

**Ministry of Transport Appointments.**—The Minister of Transport, Mr. P. J. Pybus, M.P., has appointed Mr. Aubrey Clark to be his Private Secretary and Mr. Geoffrey Shakespeare, M.P., to be his Parliamentary Private Secretary (unpaid). The Parliamentary Secretary to the Ministry of Transport, Mr. G. M. Gillett, M.P., has appointed Mr. S. S. Wilson to be his Private Secretary.

**Armstrong-Saurer Commercial Vehicles, Ltd.** — All correspondence regarding Armstrong-Saurer and Saurer Commercial Vehicles, including matters relating to Sales and Service, should be addressed to The General Sales Department, Broadway Buildings, Broadway, Westminster, S.W.1.

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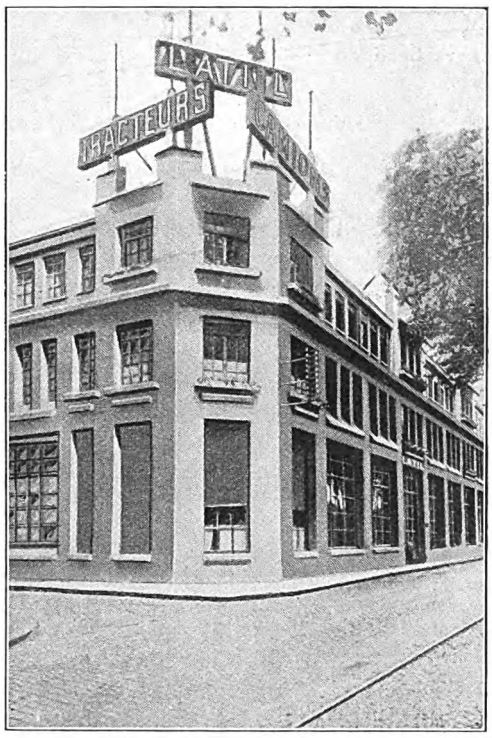
# A Visit to the Latil Works, Paris.

WE recently had the opportunity of visiting the Latil works which are situated at Suresnes, just outside Paris. They are very conveniently placed on the bank of the River Seine, with the State railway line running almost immediately behind, connecting it with two of the main Paris terminii.




VIEW OF MAIN BUILDING, SHOWING FRONT ENTRANCE.

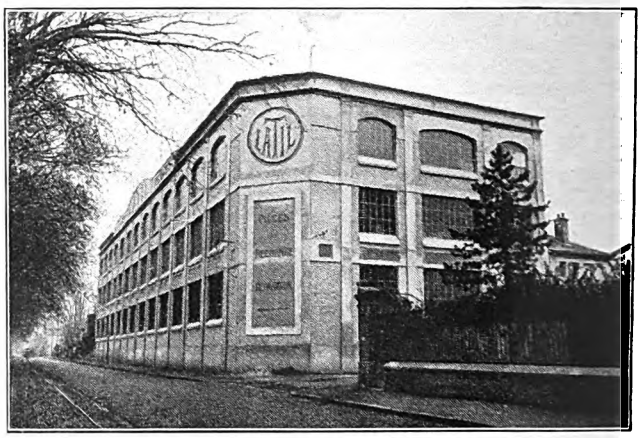
The foundry and forge are situated in the Ardennes and all parts are minutely examined on arrival at the works before being passed on into the machine shops. Samples are taken of all the steels delivered to the work, and tested in the laboratories.

The main shops are situated in a fine three-storey building. On the second floor are grouped all the light machine tools and gear cutting machines. After being cut and run in, the gear wheels for the gear boxes pass to the gear box assembly which is on the same floor. After assembly they are again run in, under careful observation to discover any defects in the materials or the workmanship.

On the first floor are grouped the heavier machine tools and the engine assembly. The engine test shop is situated on the ground floor immediately underneath the assembly shop. After being tested the engines are taken down, examined, repairs effected when necessary, and reassembled before being passed out to the chassis assembly. At the same time the gearboxes arrive and are fitted to the engine, forming one unit.

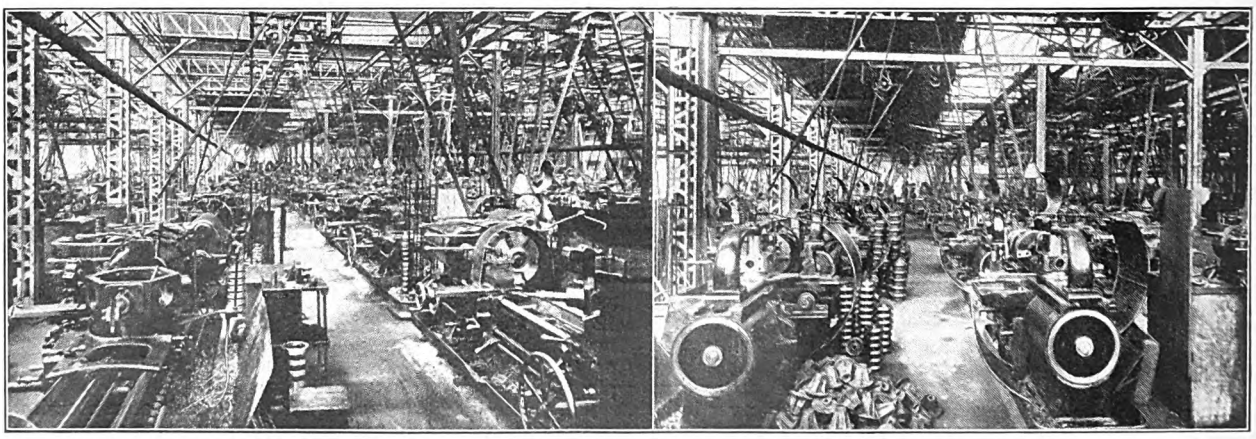
The other main component parts, front axles, back axles, steering gear, etc., are assembled on the ground floor ready to be fed to the main assembly shop as required. The chassis assembly shop is housed in a two bay building each provided with powerful overhead electric travelling cranes. The stores for feeding the assembly units are conveniently placed nearby.

Special departments such as the heat treatment shop and tool room are also on the ground floor. In the former there are two special electric furnaces, besides others, for the heat treatment of all the gear wheels, designed so as to reduce distortion during treatment to a minimum. The latter, which includes a special forge, is used for the production of new jigs and fixtures and for the modernisation of the shop plant whenever necessary.




NEW BUILDING, TESTING AND SERVICE DEPARTMENTS.

The new building is used exclusively as the spare part stores and for the testing and finishing of the chassis.



LEFT: GENERAL VIEW OF MACHINE TOOL SHOPS. RIGHT: TURRET LATHE BAY.

All types of roads are available in the surrounding district for testing purposes and the company has a special ground near Versailles for the testing of their tractors.

The company has standardized three sizes of engines, each of the four cylinder side valve type, of the following dimensions:—(1) Bore 85 mm., stroke 130 mm., rated horse power 17.9. (2) Bore 90 mm., stroke 130 mm., rated horse power 20.1. (3) Bore 105 mm., stroke 150 mm., rated

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horse power 27.7. The first engine is incorporated in the 30-35 cwt. vehicle and the 10 ton four wheel drive and steering tractor which was so successful at the recent snow clearing trials held in the Pyrenees. The second engine is used in the 40-50 cwt. chassis and the 20-seater bus chassis; whilst the third engine is used in the normal and the front wheel drive low-loading 5 ton chassis, the 30-seater fast passenger chassis and the well-known 30 ton four wheel drive and steering tractor.

The London offices and showrooms of Latil Industrial Vehicles, Ltd., are at 11, Albert Embankment, London, S.E.11.

## Round the Lancashire Associations.

**Liverpool Transport Employers Conference.**

The agreement which had existed between the Liverpool and District Conference of Road Transport Employers and the Liverpool Carters' and Motormen's Union, governing rates of wages and conditions of labour, has been terminated, and employers are now free to make their own arrangements with the men they employ. The change-over to laissez faire conditions has not been accompanied by any untoward incidents. If any readjustments have actually been made in carters' and motormen's wages in the city they have not been disclosed publicly. All the Liverpool transport owners' associations are represented on the Liverpool Conference.

**Liverpool Cart and Motor Owners' Association.**

Some members of the Liverpool Cart and Motor Owners' Association, threatened with summonses for alleged breaches of the Motor Vehicle (Construction and Use) Regulations, 1931, have caused a careful study to be made of some sections of the Regulations. A summons was issued against one member, the owner of a steam vehicle fitted with solid tyres, whose alleged offence consisted in driving at a speed in excess of 8 m.p.h. The attention of the police authority was at once drawn to the fact that the Amendment Regulations allowed a speed up to 12 m.p.h. When the case came before the court both the Clerk to the Magistrates and the Chief Constable appeared uncertain as to whether the speed limit should be 8 m.p.h. or 12 m.p.h., and the summons was dismissed. Now Section 10 of the Act lays it down that a heavy motor car when drawing a trailer, all the wheels of which are not fitted with pneumatic tyres, is limited to 8 m.p.h. In the amended order it is stated that a vehicle registered before 1st January, 1932, may carry 14 tons, provided that the maximum speed, with or without the trailer, does not exceed 12 m.p.h.—but it does not specify how the vehicle must be tyred. The concession in regard to permissible loads was welcomed by all motor users, some of whom after poring over the Regulations and the amending order, are inclined to think that the letter of the law is more generous than the spirit of it. It would remove a misconception if the Ministry were to make it clear that the Motor Vehicles (Construction and Use) Amendment Provisional Regulations sanctioning a permissible total weight of 14 tons on heavy motor cars, and a speed limit of 12 m.p.h. applied only to vehicles fitted with pneumatic tyres.

**Liverpool C.M.U.A.**

Since the recent meetings of motor coach owners, organised by the Liverpool Area Committee of the Commercial Motor Users' Association, there has been a gratifying accession of new members, most of them motor coach owners. This revival of interest and keenness to organise is the direct result of difficulties which have been encountered since the passing of the Road Traffic Act.

**Wallasey Motor & Cart Owners' Association.**

Success has attended the efforts to organise the Wallasey cartage and motor haulage contractors, who have formed an association which is designated the Wallasey Motor and Cart Owners' Association. A meeting of members was held on Monday, August 31st, to discuss the question of rates of wages and working conditions. The Secretaries are Messrs. W. F. Ewbank & Co., of Dale Street, Liverpool.

**Bolton Transport Association.**

There has just been registered the Bolton and District Road Transport Association, Limited, 37, Mawdsley Street, Bolton, which has been formed to protect and advance the common interests of horse vehicle and motor owners generally, and all other transport users, etc. The directors are Messrs. F. J. Bentley, C. Wallwork, F. Chamberlain, W. Parker, J. Booth, J. Constantine, S. Partington.

## Institute of Transport.

THE following gentlemen have been elected to membership of the Institute of Transport:—

MEMBERS.

| | |
|---|---|
| Binks, Harris John | District Engineer (Salisbury), Rhodesia Railways. |
| Bottomley, Frederick Arthur | Local Director, Entre Rios Railways. |
| Braithwaite, Thomas Henry | Director, Houlder Bros. & Co. (Argentine), Ltd. |
| Burgess, Reginald | Chief Operating Superintendent, Carter, Paterson & Co., Ltd. |
| Edwards, Jason | Chief Accountant, Buenos Aires Western Railway and Buenos Aires Midland Railway. |
| Hays, Douglas Charles | General Manager and Director, Midland General Omnibus Co., Ltd. |
| St. Hill, Felix Perceval | Commissioner of the Tasmanian Government Railways. |
| Venables, Arthur Vincent | Chief Engineer, East Indian Railway. |
| Viljoen, Gerhardus Johannes | System Manager (Windhoek), South African Railways and Harbours. |
| Wortley, Harold | District Estate Agent (Newcastle-on-Tyne), London and North Eastern Railway. |
| Wright, Ratcliffe | Chief Electrical Engineer, Buenos Aires Western Railway. |

ASSOCIATE MEMBERS.

| | |
|---|---|
| Binns, Herbert | General Manager, Keighley Corporation Tramways. |
| Burton, William James | Chief of Revenue Audit Division, Accountant's Department, Buenos Aires Great Southern Railway. |
| Dunhill, Richard Everatt | Chief Engineer and Operating Manager, East Midland Motor Services, Ltd. |
| Holdsworth, Charles | Chairman and Managing Director, I. W. Holdsworth, Ltd. |
| Jerrett, Arthur | Transport Controller, Lewis's, Ltd. (Liverpool). |
| Jung, Hermann Francis | Assistant to General Manager Buenos Aires Western Railway. |
| Macdonald, James Rowntree | Operating Manager and Assistant to Managing Director, Northern Motor Utilities, Ltd. |
| Morris, Edward Noel | Chief of Revenue Audit Division, Buenos Aires Western Railway. |
| Roberts, Edward | Divisional Manager (Chester), Crosville Motor Services, Ltd. |
| Skidmore, Frederick | Traffic Manager, East Midland Motor Services, Ltd. |
| Smiles, Stephen Hudson | Marine Superintendent, Houlder Bros. & Co. (Argentine), Ltd. |

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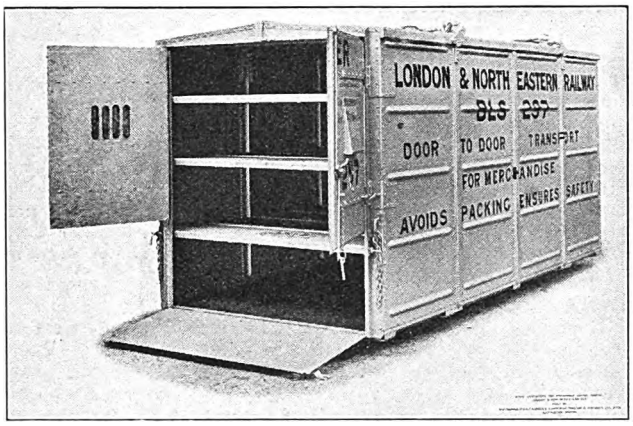
# Containers for Railway Goods Traffic.

THIS container is one of a large number built for the London & North Eastern Railway for perishable goods traffic and is constructed of pressed steel members with fluted panels and roof plates, all designed to give the maximum strength and rigidity with the minimum dead weight.




THE L.N.E.R. STEEL CONTAINER FOR PERISHABLE GOODS TRAFFIC.

Pressed steel supports are arranged on the underside to suit the road lorries on which they are transported.

For lifting, substantial straps and wire rope crane slings are supplied.

Ample ventilation is provided by means of two hood ventilators at each end, and a weatherproof space along each side at the eaves.

The doors, arranged for convenience of loading, are at one end only.

There are three tiers of narrow removable pressed steel shelves, covering the full area of the wagon, and intended for carrying bottled goods, dairy produce, vegetables, etc.

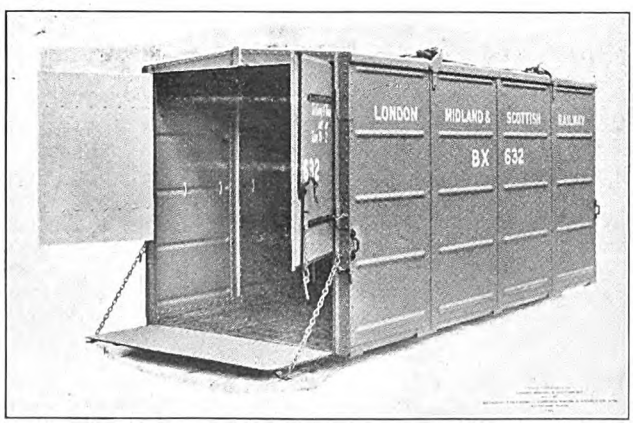
This type of container will carry a load of 4 tons, and the tare weight with shelves in position is 1 ton 8 cwts. 1 qr. and without shelves 1 ton 1 cwt. 1 qr.

As an extra protection against corrosion, all steel sheets, pressings, etc., could be supplied with a copper content of 0.25 to 0.35 per cent.

The container, illustrated below, built for the London, Midland & Scottish Railway, is of all-steel construction and has been supplied in large numbers to the railway company.

In order to obtain the lowest possible tare weight consistent with strength, the various members and plates are pressed and fluted as shown in the photograph.

They are provided on the underside with pressed steel supports designed to suit the road lorries on which they are transported.




THE L.M.S. STEEL CONTAINER.

Wire rope slings are used for lifting by cranes when necessary.

A weatherproof ventilation space is arranged along each side at the eaves.

Doors are provided at one end only.

If required, the containers can be lined with wood.

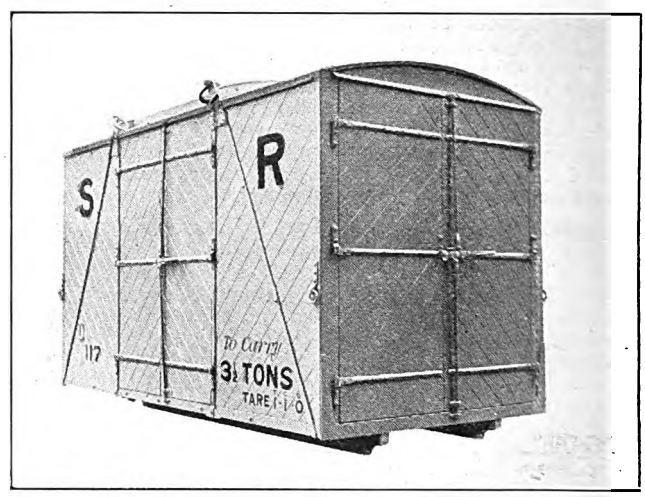
This type of container is designed to carry a load of 4 tons and has a tare weight of 19½ cwts. without wood lining.

As an extra protection against corrosion all steel sheets, pressings, etc., could be supplied with a copper content of 0.25 to 0.35 per cent.

The Southern Railway insulated meat container, of which a large number has been built, is of the lightest possible design in every detail. It is of wooden construction strongly reinforced with mild steel straps, plates and knees.

The side, end and roof insulation, is of slab cork, the floor being made up of two layers of boards with sheet asbestos between.

Hinged doors are provided on each side and at one end.




THE S.R. MEAT CONTAINER.

Timber supports are fixed on the underside to facilitate the loading of the container on to road lorries for transport.

For lifting, substantial straps and wire rope crane slings are provided.

These containers, being specially intended for the conveyance of meat, were required to be perfectly air tight, and to ensure this, were subjected to an exceptionally severe smoke test before delivery was made.

Each container carries a load of 3½ tons, the tare weight being 1 ton 1 cwt.

# Motor Transport and the Grain Harvest.

IN recent years motor transport has revolutionised the methods of dealing with grain in the harvest field. On the modern grain growing farm it is no longer necessary to cut the corn, leave it in stook for a week or more, rick it and then thresh it later in the year. All these operations are very laborious and expensive. The motor now cuts them all out, everything being for all practical purposes, done in the field. Cutting and threshing is done at one operation by the new combine tractor drawn harvester threasher while special type motor lorries haul the grain directly off the field to the mill or to the drying plant as the case may be.

A demonstration, continuing a series held in previous years, was organised by the Ministry of Agriculture at Elton, near Peterborough, during the last week of August. The units engaged were three in number with three haulage units. These were the "Caterpillar" outfit and tractor, "International" outfit and 22/36 tractor, "Massey-Harris" Machine and the new "Massey-Harris" four-wheel drive tractor.

These machines make corn growing a practical proposition again in this country. They have surpassed expectations in results.

The three vehicles engaged in the operation of hauling the threshed grain from the fields were the "Fordson" special tipping lorry, the "International" six-speed special farm lorry and the "Latil" special four-wheel drive tractor and trailer. The vehicle for this purpose must be capable of being operated on the land, which is sometimes very soft, with a load. This these vehicles demonstrated most convincingly their ability to do.

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# Speciality Brakes.

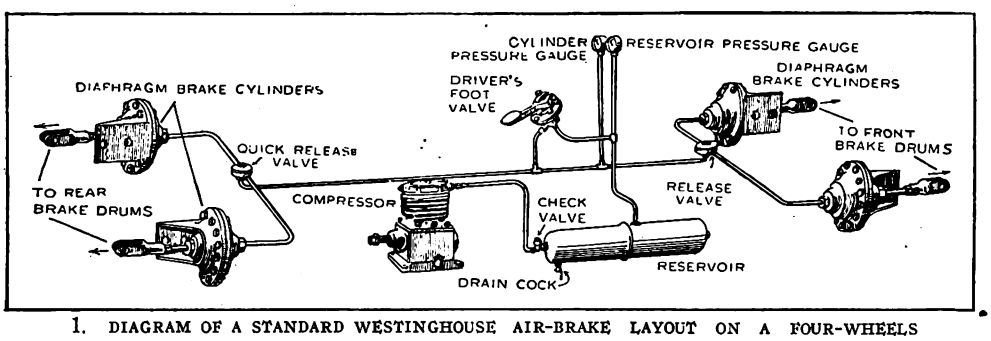
## Their Details explained and Maintenance described.

(*Continued from page* 483.)

## V.—The Westinghouse Air-Brake.

To deal fully with the Westinghouse Air Brake is not possible within the limits of this series. It is an alternative speciality of The Westinghouse Brake & Saxby Signal Co., Ltd., 82, York Road, King's Cross, N., and is available in two forms, differing chiefly in respect of the generating mechanism. In the one case an air compressor with a mechanical drive off the chassis is used to feed the storage tank; in the other, the pressure is derived from a shunt off the engine cylinders.

In both forms the Westinghouse air brake, like the Lockheed hydraulic brake previously dealt with, is *not* a servo-assisted brake, but a complete self-contained power brake controlled by a grading valve worked by a lever or a pedal.




1. DIAGRAM OF A STANDARD WESTINGHOUSE AIR-BRAKE LAYOUT ON A FOUR-WHEELS BRAKED CHASSIS.

The diagram (fig. 1) shows a standard four-wheel brake layout.

**Engine Charged Compressor.**

If the reservoir is kept charged by the engine, the details comprise:—(a) A twin pressure supply valve mounted, usually, on the dash-board, and piped to one of the engine cylinders by means of nipples. At every explosion in the engine cylinder concerned the valve takes a small puff of gas and passes it through (b) a twin check-valve into the storage reservoir (c) in which pressure accumulates until it approximates to that of the explosion in the engine; then the pressure supply valve and check valve cease to operate; a driver's control valve (d) operated by pedal or handle which allows the compressed air to flow to the brake cylinders (e) exerting pressure on their diaphragms and thrusting out the piston rods connected to the brake levers, and (f) a quick release valve which operates when the control pedal (or handle) is moved to the full release position.

Pressure gauges on the dash-board indicate to the driver the pressure (a) in the reservoir and (b) the brake cylinders respectively. There is a drain cock at the bottom of the reservoir.

**Separate Charging Layout.**

When a separate compressor is fitted, the pressure supply valve is not required, and a *single* check valve is used instead of the twin check valve. The compressor is driven off the chassis and is fitted with an automatic pressure unloader or safety valve. This is a twin vertical cylinder unit with a pair of poppet valves in each cylinder head. The compressor is intended to be run at 700-800 r.p.m. (maximum), and for a normal pressure of 70 lb. per square inch. The automatic pressure unloader or relief component is bolted to the head of the compressor cylinder.

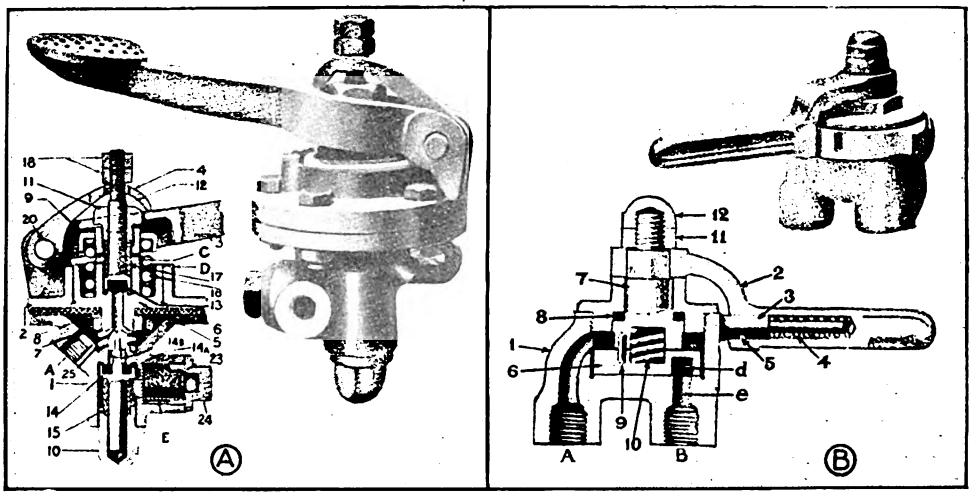
The check or non-return pressure valve is screwed into the reservoir. The latter is a steel drum tested to 400 lb. per sq. inch, and is furnished with a moisture drain cock, which should be used to expel any water at the end of each day's work while the reservoir is under pressure.

**The Foot (or Hand) Control Valve.**

Composite Fig. 2 shows the alternative types of driver's control valve. The one marked A in the Fig. is the *foot* type, and the details as shown in the section view are as follows:—

Chamber E is connected to an inlet pipe from the reservoir, so that all incoming air or gas must pass through strainer 23. A connection is also made at A to the brake pipe. In the normal, or release, position, the inlet valve 14 is closed and the exhaust valve 12 is open.

To *apply* the brake, the pedal (3) is pushed down. This releases link 4, which supports valve 12 by lock-nuts 18, and allows this valve to be closed by spring 17. Further movement of the pedal exercises pressure on washer 9, which, in turn, compresses spring 16, depressing piston 5 and diaphragm 6. The extremity of piston 5 presses against valve 14 and opens it, allowing compressed gas from the reservoir to pass into chamber B and thence to the brake cylinders by connection A. As soon as the pressure in the brake cylinders equals that exerted by spring 16 on diaphragm 6, the latter is pressed upwards, carrying with it piston 5, thus allowing valve 14 to be closed by spring 15. If a higher pressure is required in the brake cylinder, the pedal is further depressed, causing valve 14 to open, and allowing a further supply of gas to flow into the brake cylinders until the pressure therein equalises with that of spring 16.




2. ILLUSTRATING (A) CONTROL PEDAL VALVE; (B) CONTROL HAND VALVE.

To *release* the brake, the pedal is freed, and on approaching the upper end of its stroke again engages with link 4, which lifts valve 13 by means of lock nuts 18, and allows gas to escape to atmosphere by holes C. Gland 11, which holds spring 17 in position, is prevented from turning by the flats being in contact with the gap in the pedal. Stop D is so arranged that pedal 3 comes in contact with it as soon as the maximum pressure is reached in the brake cylinders.

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**The Hand Valve.**—The layout of the *hand* valve control is shown in the composite section view B, Fig. 2. The valve is usually attached to the steering column underneath the right side of the steering wheel, but when that position is not available, to a separate bracket fixed to the dash or floor boards. Air from the reservoir enters the valve body at A and passes to the upper side of a rotary valve 6. The connection at B leads to the brake cylinders. Another opening, f, on the under side of the valve body leads direct to the atmosphere by a pipe carried below the floor boards.

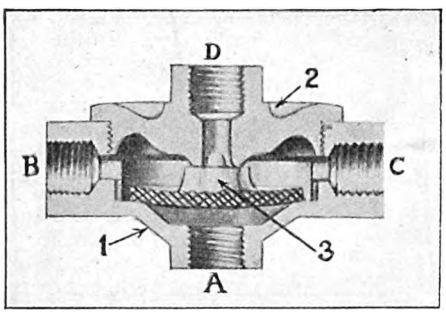
The rotary valve 6 has a port through it and a cavity, d, on its under side. The valve seat on the body has two ports, e and f, which lead, respectively, to the brake cylinders and to the atmosphere. The spring-loaded control handle 2 has three main positions, viz.:—Lap (or neutral); application and release.

**The Brake Cylinders.**

Within each brake cylinder is a diaphragm-piston comprising two dished plates and a diaphragm-piston. One side of the diaphragm is exposed to the air pressure from the reservoir through a port-connection from the driver's valve. On the other side of the diaphragm is a plate attached to a push rod connected to the tension members of the vehicle's brakes. The push rod has a traverse movement of but ¾ in. when the brakes are correctly adjusted and the linings are in good order.

**The Quick Release Valve.**

The position of this fitting (shown in section in Fig. 3) in a normal Westinghouse brake layout is shown in diagram fig. 1. When the handle of the brake valve is moved towards "Application" position, pressure from the reservoir flows through the driver's valve to port A in the quick release valve, and, feeding past the diaphragm 3, reaches the brake cylinders on either side of the vehicle through ports B and C respectively, port D communicating with the atmosphere being sealed by the diaphragm, which is held against its upper seat as long as there is pressure in the pipe leading from the driver's valve to the quick release valve.




3. SECTION OF QUICK RELEASE VALVE. FOR POSITION IN A NORMAL LAYOUT, SEE DIAGRAM (FIG. 1.).

When the handle of the driver's valve is moved to the "Release" position, the pressure in the pipe connecting the driver's valve to the quick release valve escapes to the atmosphere through the driver's valve, the result being that pressure from the brake cylinders flowing back through ports B and C across the upper face of the diaphragm forces it off its seat, and enables the air from the cylinders to pass direct to the atmosphere through port D, since port A is then sealed by the depressed diaphragm.

**Other Fittings.**

So far we have listed and dealt with all the standard fittings of a normal Westinghouse air brake layout in both of its types, viz., engine operated, or with a separate compressor. There are besides a few special fittings for less normal equipments. These comprise:—(a) An emergency or automatic valve for air-braked trailers; (b) a relief valve for use with the hand controller. (It acts as an audible warner in the event of a driver omitting to return the control valve); and (c) an air strainer or dust interceptor for use with the hand control system. It is inserted in the pipe leading from the reservoir to the hand control valve, and protects the valve and seating of the control valve from scoring by dust or grit.

**Six-Wheel Brake (Tractor-Trailer) Layout.**—For this layout the following further details are furnished:—(a) A coupling cock at the end of the branch (air) pipe on the vehicle; (b) a set of air hose couplings between the vehicle and trailer; and (c) brake cylinders with a quick release valve on the trailer. Provision is made for equipping the trailer with an automatic (independent) control, which takes effect in the event of the failure of the vehicle-trailer couplings. This mechanism, also, can be supplied for the vehicle independently, if required.

**Operating and Maintenance Hints.**

**Cleanliness of Working Parts.**—The pins and connections of the brake rigging should be kept well lubricated.

In the *foot* valve layout (A. Fig. 2) the inlet and exhaust valve seats must be kept free from dirt, and the strainer must be cleaned when required.

If the driver's hand valve (B. Fig. 2) works stiffly, the rotary valve should be taken out and cleaned with a soft cloth. Before replacing it smear not more than two or three drops of lubricating oil of good quality over the face.

The reservoir should be drained at the end of each day's work by opening the cock while the reservoir is under pressure.

**Faulty Pressure.** — An unusually large reduction of reservoir pressure when applying the brake indicates either an excessive travel of the brake cylinder push rods, or leakage in the piping between the driver's valve and the brake cylinders, or a leaking relief valve. Leaks can be traced by means of soap suds applied with a brush to the joints and any suspected parts. In bad cases the escape usually is audible.

If gas escapes from the quick release valve (Fig. 3) when the brakes are applied, it is probably caused by dirt on the top face of the diaphragm; this should be removed and cleaned.

If the usual reservoir pressure is not attained, first test the system for leakage when the engine gases are being used, and check the lift of the ball in the pressure supply valve. The correct lift is 1/50 in., and if the lift is excessive the usual reservoir pressure will not be obtained. Test the check valve by disconnecting the pipe leading from the pressure supply valve, and applying soap suds to the opening while the reservoir is charged.

A reduction of pressure in the brake cylinder pipe during an application of the brake, or while the driver's valve handle is in lap position, indicates leakage in that pipe or through the driver's valve, relief valve, or brake cylinders. These parts should be tested with soap suds to locate the leak, which should be stopped at once.

**Engine-Operated Model.**

In the engine-operated model the pipes between the engine nipples and pressure supply valves should be frequently (e.g., after two to three months' use) inspected and carbon deposit removed. This can be done by disconnecting the pipes, heating them, and blowing through with compressed air. If left too long, it becomes impossible to decarbonise the pipes.

If the brake application is sluggish, the strainer may be clogged, and should be examined and cleaned as before described. A clogged strainer indicates that an excessive amount of carbo[illegible]ering the brake system.

**Unloader Adjustment.**—The pressure at which the unloader operates can be regulated, but this job is be undertaken by a Service engineer.

**Supply Valve of Engine-Charged Model.**

The maximum pressure attainable in the reservoir varies from 100 to 200 lb. per sq. inch on different types of engine, and depends on the condition of the piston rings and inlet and exhaust valves. It also varies with the load on the engine; the heavier the load the higher the pressure. The lift of the ball valve should be as near 1/50 in. as possible, and can be adjusted as follows:—Release lock nut, and screw adjusting screw down solid against the ball, then back off the screw about 1/3rd turn. Hold the adjusting screw from turning and tighten lock nut. This adjustment is seldom required unless the vehicle is in very heavy service.

**Adjustment after Relining Shoes.**

To adjust the brakes after relining, both wheels of the axle concerned should be jacked-up, the rod leading to the hand brake lever or foot brake pedal disconnected, and the brake adjusted with reference to the Westinghouse brake push-rods. The brakes should be taken up evenly to the point where each wheel begins to drag with the Westinghouse brake push rod pressure plates at the beginning of their stroke and firmly seated against the diaphragm in the brake cylinders. This will protect the brake cylinder diaphragms from unnecessary wear, and will also prevent rattle and noise from the push rods. Apply the Westinghouse brake several times to compress the linings, and thereafter re-adjust if necessary. Then re-connect the hand or foot brake rod (to whichever of these the Westinghouse brake is connected) and adjust to bring it to the beginning of its stroke to correspond. The Westinghouse and foot or hand brake will then bear the correct relation to one another, and their relative adjustment should not be changed.

**Taking up Wear.**

Adjustment of the brakes to take up wear should, where possible, be made on the brake rods leading to the brake drums, and common to both the Westinghouse and the other brake.

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On installations which have no brake rods common to both systems, the brakes should first be taken up by adjusting the hand or foot brake rods, and then the Westinghouse brake push rods should be adjusted to correspond. In any case it is very important that the Westinghouse brake cylinder pressure plates on an unloaded vehicle should not be more than ⅛ in. from the diaphragm when the brakes are released, to avoid vibrating the push rods and in order to have the full working stroke available.

**Checking Effect of Push Rods.**

After adjusting the brakes, apply the Westinghouse brake and measure the stroke of the push rods. The stroke of the push rods when adjusted should be ¾ in. or less, and the brakes should be re-adjusted before the stroke exceeds 1½ in. in the case of 5 in. and 7 in. dia. brake cylinders, 1¾ in. in the case of 9 in., and 3 in. in the case of 10½ in. and 12 in. cylinders.

When two brake cylinders are used, both push rods should have the same stroke.

**Using an Air Line for Filling Air Reservoir.**

If the reservoir is empty, air pressure for testing the brakes may be obtained by removing the reservoir drain cock, and connecting the reservoir to the garage air supply.

**[This concludes the Series].**

# Bid for Bigger Business.

## Attacking the Marine Engine Market.

AN active bid to capture for Great Britain a bigger share of the marine engine business of the world is to be made by the two British oil engine manufacturers, Messrs. Ruston & Hornsby, Ltd., of Lincoln, and Messrs. R. A. Lister & Co., Ltd., of Dursley. In order to attack a market in which, after an exhaustive survey, they both feel that Great Britain is at present too little represented, they have established jointly a new company, the Ruston Lister Marine Company, Ltd.

Two directors from each of the parent companies will be on the Board of the new company. Its registered offices are to be at Imperial House, Kingsway, London. The combined assets of the two firms behind the company are, with their associated companies, over £6,000,000.

Over a year ago Messrs. Ruston & Hornsby and Messrs. R. A. Lister & Co., came to an agreement to develop together the overseas markets in which they had previously been competing. The arrangement, which left each firm independent but gave it, at the same time, a call on the marketing resources of the other, has been of great value to both firms. The new company is a direct outcome of it.

The Marine Company will have behind it the resources of both its parent companies, and will enter the market with marine engines for all purposes, including motor boats, yachts, fishing smacks, trawlers, life-boats, pinnaces, pilot boats, and various types of mercantile vessels.

Samples from the new company's range of marine crude oil engines from 5 to 500 h.p. are on view for the first time at the Shipping, Engineering and Machinery Exhibition now being held at Olympia.

These engines are the result of long and arduous tests carried out under expert guidance, and it is expected that they will be of greatest interest to visitors to the Exhibition.

# Tar Oils for Use in Internal Combustion Engines.

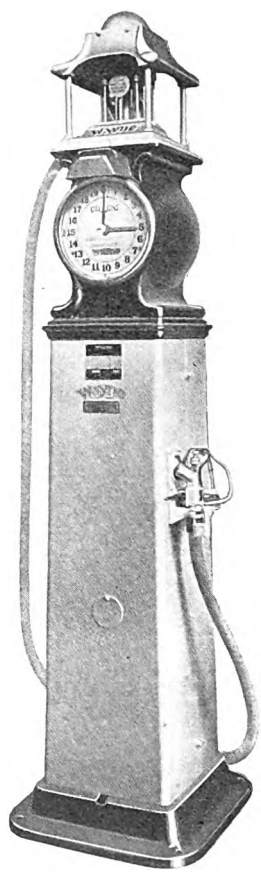
THE BELFAST OMNIBUS COMPANY, in conjunction with the Corporation Gas Works, have recently carried out trials on four of their buses running on fuel produced from Coal Tar Oils. The composition of the fuel is as follows:—90 per cent. Light Creosote Oil (washed), and 10 per cent. of 90-190°C. Water White Solvent Naphtha. It has a specific gravity of 0.951 and a flash point of 129°F. As it is necessary to heat the mixture so as to gasify it, before entering the cylinders, Messrs. Solex, Ltd. have designed an inlet and exhaust manifold, cast integrally, with a special hot-spot. It is also necessary to start the engine from cold on ordinary petrol for which purpose two carburettors are provided, but once the engine is running on the Creosote mixture the petrol carburettor and controls are automatically put out of action. After stopping for the purpose of picking up or setting down passengers the vehicles may be driven off each time using the creosote carburettor only. A thorough examination of the engine after 15,000 miles showed that there was practically negligible carbon deposit and that the wear on such parts as valves, pistons and cylinders was below normal. A decrease of 50 per cent. in the fuel consumption, as compared with that when using ordinary petrol, has been obtained and so satisfied are the Company with the results that they are equipping another six of their buses for use with this fuel.

**L.N.E.R. Contract.**—The L.N.E.R. report that a contract has been placed with Messrs. H. M. Murray & Co., 121, West Regent Street, Glasgow, for the widening of 1 mile 69 chains of line between Arbroath and Montrose.

# The Wayne Electrically Operated Meter Pump. Model 800.

THE Wayne meter pump comprises three essential features: (1) a motor driven pumping unit, which serves merely to pump petrol from the storage tank to the car; (2) a positive displacement type meter which measures accurately every drop of petrol; and (3) a clock-work recording mechanism which gives a visible indication and record of the quantity measured by the meter. The measuring containers of the Wayne meter are in the form of four horizontal cylinders in each of which slides a plunger. These plungers are fitted with leathers which are held against the cylinder walls by springs, so forming an absolute seal between the inlet and outlet sides.

The cylinders are arranged in pairs, horizontally opposed, and the plungers are coupled to a central crankshaft. The flow of petrol to and from the containers is controlled by a distributing valve carried on the revolving crankshaft. As the four cylinders are filled and emptied once during each revolution the recording mechanism is driven off the crankshaft. The pump is of the "rotary plunger" type and is driven by a ⅓ h.p. vapour proof electric motor. It is fitted with a by-pass valve which allows the pump to run when the hose nozzle is shut. Nozzle control is of the trigger type, fitted with a spring loaded check valve to ensure that the hose is always full of petrol. Further particulars of this very efficient pump may be had from the Wayne Tank & Pump Co., Ltd., 42, Newlands Park, London, S.E.



WAYNE ELECTRIC METER PUMP.

## A New Association.

THE Bolton and District Road Transport Association, Ltd., has been registered as a company limited by guarantee without share capital, with 100 members, each liable for £1 in the event of winding-up. The objects of the new body are to protect and advance the common interests of horse, vehicle and motor owners generally, etc. The directors are: F. J. Bentley, C. Wallwork, F. Chamberlain, W. Parker, J. Booth, J. Constantine, S. Partington, T. Atherton, W. Bullough, R. Rothwell, J. Maxfield, J. Shepley, J. Proctor, all of Bolton, and H. G. Orr, of Little Lever. The Secretary is Mr. J. Greenhalgh, and the registered offices are at 37, Mawdsley Street, Bolton.

**L.U.T. Changes.**—Lancashire United Transport, Ltd., of Atherton, have substituted trackless trolley buses for trams in the Atherton to Swinton and Farndon routes. A 20 minutes service is provided before noon, and a 15 minutes service afterwards. Some 14 trolley buses are required to work the route.

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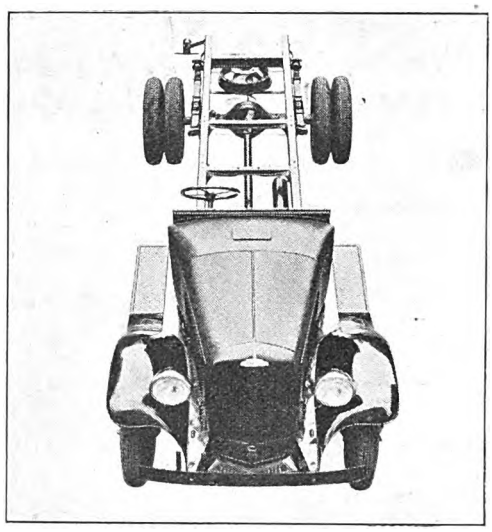
# Four New Reo Chassis.

REO MOTORS (BRITAIN), LTD., Beavor Lane, Hammersmith, W.6, have recently placed on the market a series of four 35/40 cwt. chassis as follows:—

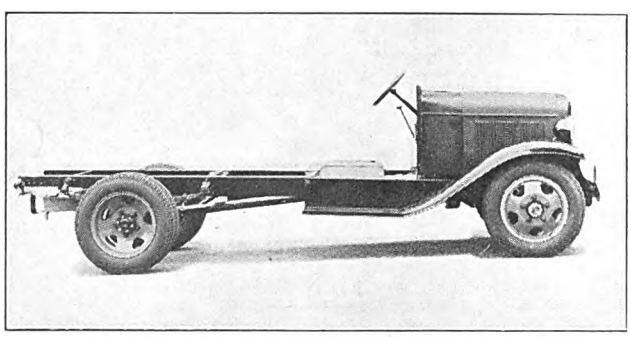
| Model | Engine | Wheelbase | Body Allowance cwt. | Chassis Weight cwt. | Loading Space behind driver | List Price |
|---|---|---|---|---|---|---|
| A. | 4 cyl. | 11 ft 4 in. | 11 | 28¾ | 9 ft. 6 in. | £249 |
| B. | 4 cyl. | 11 ft. 4 in. | 11 | 29¼ | 9 ft. 6 in. | £279 |
| C. | 4 cyl. | 13 ft. 4 in. | 12 | 29¾ | 11 ft. 6 in. | £267 |
| D. | 6 cyl. | 13 ft. 4 in. | 12 | 30¼ | 11 ft. 6 in. | £297 |



REO MODEL 1A U 35-40 CWT. 4-CYL. SHORT WHEELBASE.

The same specification applies to each model, the variations being that there are alternative wheelbases of 11 ft. 4 ins. and 13 ft. 4 ins. and each chassis may be fitted with either a four-cylinder or six-cylinder engine.

**Four-Cylinder Engine** has an R.A.C. rating of 23.3 h.p. Power developed is 51 h.p. at 2,500 r.p.m. The stroke is 4½ ins. and the bore 3 13/16th ins. Cubic capacity is 205 cubic ins. (3,360 c.c.). The engine is very sturdily constructed, designed as it is for heavy work. The cylinder block and the crankcase form a single unit. The crankshaft is of particularly sturdy build and is supported in five bearings and it is statically and dynamically balanced. The main bearings are 3 ins. in diameter and the bearing journals overlap which effectively prevents vibration and



ANOTHER VIEW OF THE REO MODEL 1A U 35-40 CWT. 4-CYL. SHORT WHEELBASE.

provides great rigidity to the crankshaft webs. The total main bearing surface area is 78.35 sq. ins. The shaft is made of strong alloy steel and the bearings themselves are bronze, white metal lined. The cylinder block is of chrome nickel iron, made to special Reo specification. The cylinder head is easily detachable. The valves are placed side by side; the inlet valves are of chrome nickel steel and the exhaust valves of silchrome steel. The valves are operated by mushroom head adjustable tappets, the latter mounted in two clusters of four each to facilitate removal. The lubrication of the engine is by full force feed, there being drilled passages in the crankshaft to convey the oil to the main and connecting rod bearings, and there is also a passage drilled in the connecting rods through which the oil is forced to the gudgeon pin. The oil pressure is provided by a gear type oil pump directly driven by the camshaft.

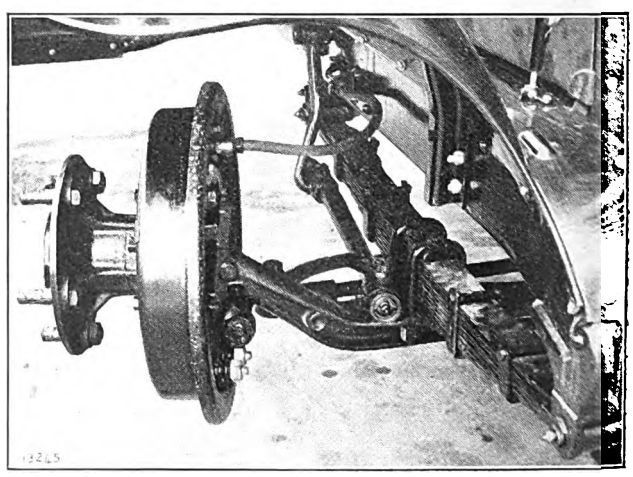
Cooling is effected by an improved cellular type radiator with centrifugal water pump, assisted by a fan driven by a rubber belt. Heat is controlled by a thermostat valve in the cylinder head and there is a heat indicator on the dash board. Ignition is the Delco-Remy battery type. The coil and distributor head are conveniently placed at the side of the engine. Ignition control is semi-automatic within the distributor, and there is additional control on the dash. The carburetter is a new American Zenith downdraft type fitted with a Hardy air cleaner. This carburetter is claimed to improve acceleration, power and smoothness by supplying uniform fuel distribution at all speeds. The carburetter is fed by an engine driven fuel pump. The inlet and exhaust units are cast in one.

**The Six-Cylinder Engine.** The above specification applies also to the six-cylinder engine, except that the rating is 27.34 h.p. and the power developed is 61 h.p. at 3,000 r.p.m. The stroke is 4 ins. and the bore 3 3/8th ins. Cubic capacity is 214.7 cubic ins. (3,518 c.c.). The crankshaft is supported in 7 bearings instead of five and its diameter is 2½ ins. as compared with 3 ins. in the four-cylinder model.

**Transmission.** Power is transmitted through a dry single plate clutch with multiple spring tension and four-speed gear box, unit construction with the engine. The gear control is centrally placed. The gear ratios are as follows:—1st, 6.6—1; 2nd, 3.52—1; 3rd, 1.73—1; 4th, direct; reverse, 7.88—1. The rear axle reduction is 5.6—1 standard, but optional ratios can be provided at small extra cost, of 5.1—1 and 6.75—1.

The propeller shaft is tubular steel with mechanical type universal joints, while the long wheelbase models have a two-piece propeller shaft, with a centre support consisting of a self-aligning ball race.

The rear axle is fully floating and the axle housing consists of an electric steel casting with alloy steel axle housing tubes. The drive is by spiral bevel with straddle mounted bevel pinion. The drive and torque are taken through the springs. The front axle is the reverse Elliott type with drop forged "I" beam of alloy steel. Robust steering arms carry the front wheels on large adjustable



VIEW OF FRONT AXLE SHOWING STEERING AND BRAKE CONTROL.

roller bearings. The swivel pins have renewable phosphor-bronze bushings, the load being taken on ball thrust bearings.

**Steering.** Steering is of the cam and lever type with provision for adjustments for wear.

**Brakes.** The foot brakes are Lockheed internal four-wheel hydraulic. The brake shoes in each wheel are operated by a small cylinder, whilst the master cylinder is carried beneath the bonnet and is connected with the brake pedal. This system of braking ensures equal pressure on all four brakes. There is an emergency brake of the contracting band type at the rear of the gear box.

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**The Frame.** The frame is of channel steel 7 ins. deep and is strongly braced by cross members. The springs are semi-elliptic, the front springs being 40 ins. long by 2 ins. wide, and the rear springs 50 ins. long by 2½ ins. wide.

The wheels are of the disc type, singles front and twin rear, and the standard type equipment may be either 6½ ins. by 20 ins. balloon or 32 ins. by 6 ins. high pressure, the tyres used being either Goodyear or Firestone.

**Equipment.** The equipment includes a 6-volt battery of 84 ampere hour capacity, electric starter, generator and horn, two headlamps with twin filament bulbs, giving bright or dim lighting with dimmer switch on foot board. Two side lamps, tail and stop light and the usual equipment of tools. The capacity of the fuel tank is 12 gallons.

One of the special features of this chassis is the large loading space provided behind the driver's seat, 9 ft. 6 ins. in the case of the 11 ft. 4 ins. wheelbase model and 11 ft. 6 ins. in the case of the 13 ft. 4 in. model.

# Burnley Corporation Tramways and Omnibuses.

## New Tower Wagon.

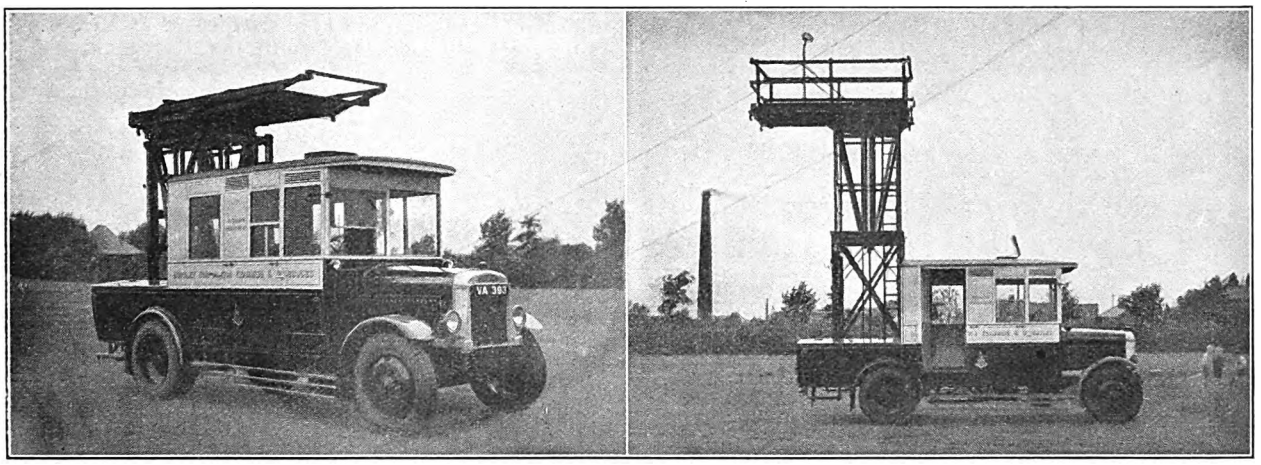
THE new tower wagon just built in the workshops of the Burnley Corporation Tramways and Omnibuses under the supervision of Mr. F. S. Whitaker, Rolling Stock Engineer, has several novel features.

Ample protection is provided for the crew by the commodious cabin, which is also fitted out as a workshop with bench, vice, tool cupboards, etc.

The tower, which is built of oak with slides lined with steel angles so as to reduce wear to a minimum, is raised by the usual screw but so arranged that the raising is operated by the engine, and the tower can be run up to its maximum height in half a minute. A special automatic "knock off" motion is fitted to prevent overwinding. Provision is also provided for raising by hand in case of emergency. The lowering is by gravity.

The working platform or table is of the usual revolving type but is provided with special rollers mounted on the underside of the platform, which run on the underside of the rack race to prevent the table from sagging when the men are working at the extreme outward end. The hand rail is of the collapsible type. Large lockers are fitted on each side and at the rear of the tower for storing the usual linesmen tools.

Electric light is provided by a C.A.V. Type M dynamo and 100 amp. hr. Nife Accumulator. In addition to the usual road lights (head, side and tail) the interior of the cabin and the work bench are well lighted by lamps fitted in the roof. A stand containing a bunch of four lamps with an enamelled reflector is provided for use on the top of the tower when working during the night. A suitably mounted mirror and a trap door in the roof enables the driver to see the men working on the tower and to hear any instructions they wish to give him. In addition to the regulation driving mirror another large mirror mounted inside enables the driver to have a good view of the rear of the machine on both sides.



BURNLEY'S NEW TOWER WAGON. THE MACHINE IS MOUNTED ON A LEYLAND CHASSIS (FORMERLY USED FOR BUS SERVICE) FITTED WITH PNEUMATIC TYRES.

In order that long articles, such as a bracket arm or tie rod, may be carried a trapdoor can be opened in the rear of the cabin so as to permit passing the article through into the cabin. Doors are arranged on each side to enable work to be brought to the bench.

The machine is mounted on a Leyland chassis (formerly used for bus service) fitted with pneumatic tyres.

# Trade "Barometer."

## Effect of Crisis on British Industries Fair.

A SIDE-LIGHT on the National crisis is contained in a statement made at the beginning of the month by Mr. C. Elliott, general manager of the British Industries Fair, Birmingham.

"The usual lull in the booking of space at the time of August Bank Holiday continued during the next three weeks," said Mr. Elliott, "and at the height of the economy crisis a few firms actually withdrew their applications.

"Then on August 24th, when a settlement was announced, there began one of the best weeks in the history of the Fair in Birmingham. The space booked during the week amounted to over 10,000 square feet with the result that 200,000 square feet in all is now definitely booked, leaving unlet only about 40,000 square feet of which a large amount is provisionally reserved.

"While the majority of the bookings are by firms which have exhibited for many years, a notable feature is the return of old exhibitors who have been missing recently. Their return, I think, is a sign of appreciation of the great improvements made in the Fair in Birmingham since they last exhibited. There are also a number of new exhibitors, both in the old sections and in those which have been formed this year.

"As a result of the announcement of the formation of a cycle and motor cycle section of the Fair in Birmingham, an inquiry has already been received by the Fair Management from Japan and has been passed on to intending exhibitors."

The Birmingham section of the Fair, which contains the exhibits of the hardware, engineering, electrical and gas industries, opens simultaneously with the London section on February 22nd, and closes one day later on March 4th. The main London section at Olympia closes on March 3rd and the new Textile section at the White City closes on March 5th.

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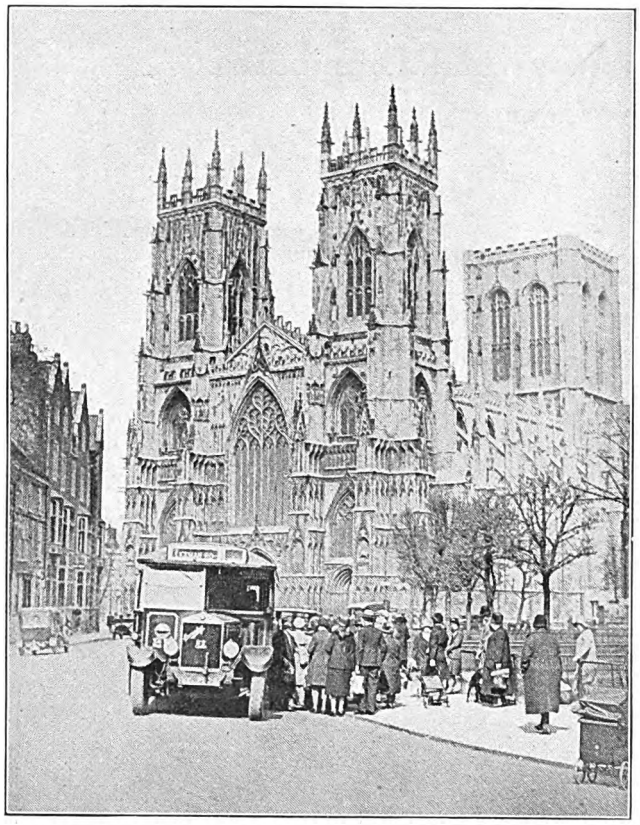
# Motor Coach and Bus Notes.

**New Bus Fares Ruling.**—The Northern Traffic Commissioners have decided that weekly or 12-journey omnibus tickets shall be issued at a standardised rate for the area of .66d. per mile travelled. This new rate of fare comes into force on October 1st.



ONE OF THE YORK CORPORATION'S FLEET OF "CROSSLEYS" IN FRONT OF THE FAMOUS YORK MINSTER.

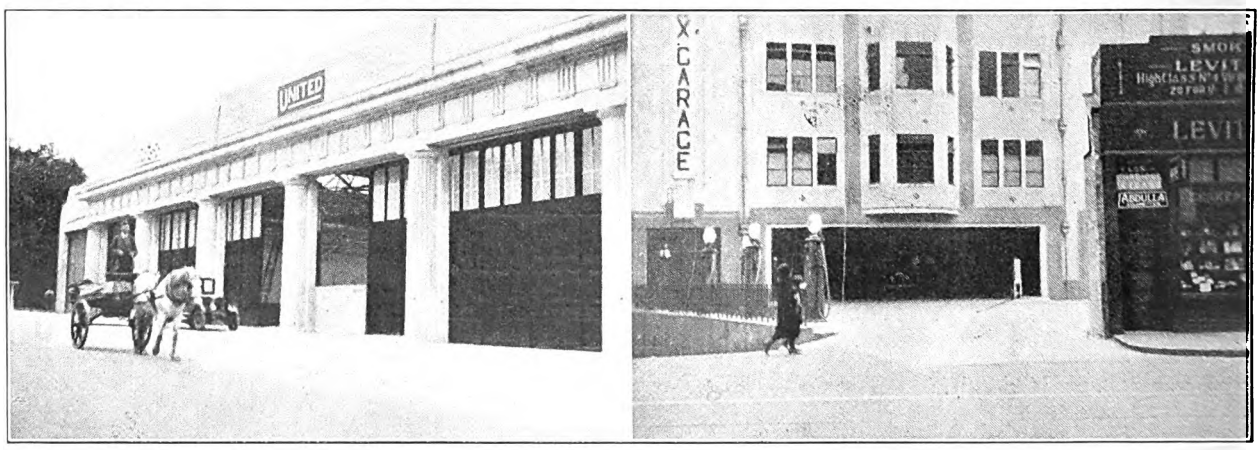
**"Crossleys" at York.**—Our illustration shows one of the York Corporation's fleet of Crossleys in front of the famous York Minster.

**New Garage of United Automobile Services, Ltd.**—The new home of the United Automobile Services, Ltd.'s buses at the corner of Jesmond and Portland Roads, Newcastle, is a striking example of beauty in industrial architecture. Its imposing facade, with seven fluted Doric columns, is in harmony with the leafy attractions of the district, and the garage is fitted with all the latest labour-saving and utility devices. It contains a large number of inspection and dock pits, washing machines, and a battery of electrically operated petrol pumps. A special type of oil-fired heating apparatus has been installed to obviate the disadvantages of coal or coke fuel; and there are large engineering, supervisory and clerical offices, stores, battery rooms, tyre service shops, etc., besides a canteen, billiard room, and other amenities for the employees. The roof is of the cantilever type, which eliminates the necessity for columns, and so leaves a clear floor space for the buses. The total cost of the steel used was about £5,000, and some 350 tons of cement-stone were utilised in the elevation. The architects were Messrs. Marshall & Tweedy, Newcastle; the general contractors being Messrs. Thos. Clements & Sons, Ltd., Newcastle, with structural steel work by Messrs. A. & J. Main & Co., Ltd., and "Esavian" folding and sliding doors.

**Appeals in Connection with Road Service Licences.**—The Minister of Transport has recently had under review certain appeals against the decisions of Traffic Commissioners in relation to Metropolitan suburban motor coach services where only a relatively small part of the route lay outside the Metropolitan Traffic Area, i.e., outside the Metropolitan Police District. In such cases, where the appeal is against the decision of provincial Traffic Commissioners, the Minister, after consideration of the appeals, which have already been before him, has reached the conclusion that the case in respect of such services cannot be fully presented until the Metropolitan Traffic Commissioner has heard the corresponding applications for road service licences or backings in respect of his area and has given his decisions thereon. It seems clear that the extent to which any proposed service of this nature is necessary or desirable in the public interest can only be determined in relation to the circumstances of the Metropolitan Traffic Area which is the area chiefly concerned. In these circumstances, the Minister has decided to withhold his decision on such appeals until the Metropolitan Traffic Commissioner has heard and reached a decision on the corresponding applications for road service licences or backings in that area.

**Booking Agents' Association of Great Britain.**—The Booking Agents' Association's first Annual Outing will take the form of a day spent at Eastbourne on September 24th next. Travel by road, a good lunch, nice tea, jolly companionship, etc., will be provided at the small cost of 6s. Members as well as non-members are invited to join in the trip. The Hon. Secretary of the Association is Mr. T. Morris, and the offices are at 40, Sherbrooke Road, Fulham, London, S.W.6.

**New Dex Garage.**—Our photograph shows the new Dex Garage in New Bridge Street, Newcastle, the latest contribution to the solution of transport difficulties in that busy city. A cigar shop, which negotiations up to the present have failed to remove, stands in the centre of the main entrance.




Photos] [World's Carriers.

LEFT: FRONTAGE TO NEW GARAGE OF UNITED AUTOMOBILE SERVICES, LTD., AT NEWCASTLE-ON-TYNE. RIGHT: ENTRANCE TO NEW DEX GARAGE, NEW BRIDGE STREET, NEWCASTLE-ON-TYNE.

**Crossley Compression Ignition Engined Buses.**—Manchester Corporation Transport Department have just ordered a further 30 Crossley heavy oil engined double-deckers. This is their third repeat order for this type of Crossley, the first being for one, the second for four and

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now the latest order for thirty. Other Corporations who have recently ordered Crossley heavy oil engined buses are Rochdale Corporation, 6 machines, this being their second repeat order, Bury Corporation, Stockton Corporation, Liverpool Corporation, Portsmouth Corporation and Widnes Corporation. The vehicle for the last named Corporation is fitted with the Crossley patent "Automatic" gear change device.

**To Regularise Fares.**—North Western Traffic Commissioners have granted a series of applications by the Liverpool Corporation for permission to operate the bus services of the Merseyside Touring Company. The Chairman, Mr. W. Chamberlain, said next year the question of fares and stages and receipts per mile would be closely scrutinised, particularly with a view to the standardisation of the area. The Commissioners had found that, in some places, fares which were entirely unremunerative had been charged for the purpose of meeting competition. On the other hand, there had been over-charges on some routes to reimburse the operators for losses on others. As the Commissioners were granting licences which were in the nature of a control monopoly, they would see to it that there was an equalisation of fares, and that the vicious system he had mentioned was cut out.

**Bury's A.E.C. Buses.**—A.E.C. "Regal" single-deck, and "Regent" double-deck vehicles are among the latest additions to the Bury Corporation transport fleet. The former has accommodation for 30 passengers, and is provided with two double-door entrances on the near side. The cushions and seat backs are finished off in real leather and alternate seats are fitted with "Staybrite" grab

ONE OF BURY'S A.E.C. BUSES.

handles. A system of cant rail ventilation with perforated grids, supplemented by three roof ventilators provides the necessary change of air and three of the windows on each side of the bus are made to open. Twelve lamps provide the illumination for night work. One of the features of this vehicle is an emergency door fitted immediately behind the driver's cab, on the offside, and which can be opened either from the inside or the outside. The double entrance double-decker is designed to carry 48 passengers—22 in the lower and 26 in the upper saloon. It is fitted with an Allcock's patent front stair which extends partly through the front bulkhead, and has the safety advantage of terminating on the lower deck, away from the front entrance. Transverse seats are of the semi-bucket type covered with hand buffed leather. Five windows on each side in the upper, and two on each side in the lower saloon are made to open, the latter being fitted with glass louvres. Ventilation is provided in the lower saloon by a cant rail system and patent ventilators in the front bulkhead, and upstairs by adjustable cowl ventilators also in the front bulkhead. Eighteen interior lights, a "Numa" air bell with pushes on both decks, stanchions, hand poles and grab handles complete the interior fittings; these are all covered with Black Doverite. As in the case of the single-decker, an emergency door is fitted at the front end of the offside.

**New Bus Station at Whitehaven.** — Mr. W. H. T. Meageen, the T.T. rider, grandson of Mr. T. Meageen, Managing Director of the Cumberland Motor Services, Ltd., opened the firm's new bus station at Whitehaven by driving out the first bus of the daily service. The building, which is up-to-date in every particular, is identical in size with the Company's station at Workington.

**London-Newcastle Bus Fares.**—The Northern Traffic Commissioners have decided that the Newcastle-London bus fares should be fixed at 32s. 6d. return and 20s. single, with standardised fares for intervening stages in the Northern area. An application by the Northern Road Transport Owners' Association to fix the return fare at 35s. was dismissed. The Commissioners agreed, however, that "feeder" services serving London buses at Newcastle from outlying districts should charge for the local journey into and from the city at a rate of ⅜d. per mile.

**Increased Profits from Buses.**—Southport Corporation motor buses have yielded a profit of £2,814 on the year's working, an increase of £500. Fifteen new Vulcan D.D. buses, at a cost of £24,490, have been purchased during the year, and also £4,930 expended in connection with the new bus garage. The fleet of omnibuses consists of the following:—One 32-seater Vulcan single-deck bus, four 36-seater Vulcan single-deck buses, two 50-seater Leyland double-deck buses, fifteen 51-seater Vulcan double-deck buses.

**Merseyside Buses Being Withdrawn.** — Gradually the motor buses at present run by the Merseyside Touring Company, Ltd., between Liverpool, Bootle, Litherland, etc., are being superseded by vehicles belonging to the Liverpool Corporation. The long-distance motor coach services operated by the Merseyside Touring Company, Ltd., will not be interfered with, and will continue according to programme. The Liverpool Corporation has about 40 unlicensed motor buses which are temporarily laid up pending a traffic revival. The municipal fleet comprises 214 vehicles. Work will be found for nearly all buses in the course of a few weeks on Merseyside routes. It is expected that by the end of September the whole of the Merseyside Company's buses will be displaced by Corporation vehicles.

**In the Welsh Country.**—The long distance buses from Swansea and Cardiff to London and the Midlands are being used well by the public. The G.W.R. Express, the Black and White, and the Red and White services invariably carry full loads of passengers. The Nell Gwynne bus from Cardiff to Liverpool is becoming increasingly popular, and is being liberally patronised by holiday-makers between South and North Wales.

**Ribble Developments in the North.** — Ribble Motor Services, Ltd., of Preston, have purchased practically all the services operating in the city of Carlisle, and, in addition, have acquired some of the country routes. Approximately 40 buses are involved in the Ribble purchase, and, in addition, the company have acquired the Carlisle trams, owned by a private company. These developments will tend to secure that co-ordinated scheme for the city and district which the Traffic Commissioners desired when they refused the Carlisle Corporation licences for a municipal bus service. Carlisle Corporation has decided to support the Ribble Motor Services' scheme for the co-ordination of the transport services of the city, including the purchase of the tramways undertaking, and the Ribble's promise to pay £3,500 to the Corporation, towards road reinstatement after abandonment of the tramways. The Ribble Company has promised sympathetic consideration towards the present bus employees, the bulk of whom will be taken over on the transfer. The associated companies of Ribble Motor Services, Ltd., are the Caledonian Omnibus Company, Ltd., Cumberland Motor Services, Ltd., and United Automobile Services, Ltd.

**Thorough Training for Manchester Drivers.**—Manchester Corporation Transport Department has trained two hundred and fifty-eight men to drive buses in the last eighteen months. The training of drivers is undertaken in a very comprehensive way, states Mr. R. Stuart Pilcher, General Manager, in a report to the Transport Committee. The men are instructed in the use of the chassis, engine, etc., and are then taken out on the road by special instructors and obtain experience on every route in the city with different types of vehicles. Finally, they are not passed out until considered to be fully competent, but even with the most complete training it takes some months of actual driving before men become thoroughly skilful and efficient. It has been the policy of the department not to dispense with the services of tram drivers, but to train them as bus drivers.

**Agreement with Coachowners.**—St. Helens Corporation has entered into an agreement with certain motor coach owners of St. Helens in connection with the Corporation's application to the Traffic Commissioners for the North-Western Area for their consent to run certain excursions and tours. The Corporation gives an undertaking not to apply for the consent of the Traffic Commissioners to run other excursions and tours for a period of three years.

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## Short Distance Hauliers' Alliance.

THE members of the Hauliers' and Concrete Aggregate Merchants' Alliance have agreed that the title be changed to "Short Distance Hauliers' Alliance" and the organisation is now known under its new title.

The head office of the Alliance remains at 6, Stamford Brook Road, London, W.6, and all communications should be sent to the Secretary at that address.

The Committee is constituted as follows:—Chairman, Mr. Frank F. Fowler (Murrell's Wharf, Ltd.); Vice-Chairman, Mr. H. Janes (Janes Bros. (Contractors), Ltd.); Mr. E. G. Gordon-Poggi (Gordon Transport Co., Ltd.); Mr. H. J. Greenham (H. J. Greenham (1929), Ltd.); Mr. J. Guyatt, Mr. H. Hands (Wm. Truckel, Ltd.); and Mr. T. R. Sanders.

The reason for the change of title is that the Alliance is so constituted as to include in its membership firms engaged in the haulage of any commodity and the Committee will welcome the support of all hauliers.

The membership of the Alliance is growing steadily and all short distance hauliers in their own interests are urged by the Committee to send to the Secretary for particulars of the activities of the Alliance.

Although the term "Short Distance Hauliers" is used it is not intended to limit the scope of the Alliance from a distance point of view but to prevent the Alliance being confused with any existing organisation.

## Motor Hirers and Coach Services Association.

THE Motor Hirers and Coach Services Association has been registered as a company limited by guarantee without share capital. The objects are to promote the interests of members in relation to their businesses of motor vehicle proprietors and, in particular, the National Advisory Council of Public Service Vehicle Owners' Association, etc. The management is vested in a council which includes Messrs. R. Baxter, R. W. Birch, G. Bown, C. Culverhouse, C. Dobbs, G. Dudley, J. H. Ewer, R. H. Favell, W. Featonby, F. A. Flin, W. F. French, A. L. Guilmant, E. W. Harris, J Hearn, L. G. Hillier, H. O. Jones, M. Logette, J. H. Lowe, E. A. Monkman, F. Nightingale, G. Nowell, H. E. E. Palin, H. T. Rickards and A. E. Tapper.

## London Coach Owners' Federation.

THE London Coach Owners' Federation, Ltd., was registered as a private company on August 31st, with a nominal capital of £100 in £1 shares. The objects are to investigate, examine, protect and develop all or any of the interests of members or non-members relating to road, water, air or any joint service of transport, to appear before any Court of Law or any authorised Commissioners or other authority for the purpose of protecting and/or developing the interests of any or all members or non-members, etc.

The directors are:—R. W. Birch (director of Birch Bros., Ltd.); J. H. Ewer (director Geo. Ewer & Co., Ltd.); W. F. French (director United Service Transport Co., Ltd.); L. A. Mitchell (director Blue Belle Motors, Ltd.); F. B. Monkman (director Keith & Boyle (London), Ltd.); W. A. Timpson (director A. Timpson & Sons, Ltd.).

The registered office is at 82, Clapham Road, London, S.W.9.

## Appointment of Agents Abroad.
### Supply of Trade Literature.

IT has come to the notice of the Department of Overseas Trade that its Overseas officers are frequently placed in no inconsiderable difficulty when endeavouring at the request of some United Kingdom firm, to interest a local firm in their productions, owing to the fact that the home firm fails to provide a sufficient supply of trade literature.

It will be realised that when only one set of a firm's literature is supplied on the occasion of a request for the name of a suitable agent, that it is not an easy matter to get catalogues, etc., returned expeditiously from firms approached, who find that they have no interest in the products put before them, with the result that other firms who might be interested, cannot be properly communicated with without considerable delay, if at all.

It is accordingly suggested that in order to facilitate the establishment of connections such requests should be accompanied by adequate literature, particulars of prices and terms together with details of the basis on which it is proposed business should be conducted.

## Thames Dock Development to Cope with Growing Trade.

To cope with the rapid growth of trade with the Continent, extensive improvements are being carried out at the Regent's Canal Dock at Limehouse.

Roland-Argo Wharves, Ltd., who already own three wharves in the dock, have acquired a fourth and are providing it with the most modern equipment. This includes powerful electric cranes which lift cargo straight from a steamer's hold over intervening buildings and on to motor lorries standing in the roadway or into barges ready to go along the Grand Union Canal.

This company deals with nearly 400 steamers a year and the total weight of cargo annually handled is about 300,000 tons. Expeditious handling enables steamers to run to a time schedule with the precision of express trains. This is of great advantage, not only to shipping companies, but also to the factories which line the banks of the canal and to which regularity of supplies is a matter of importance.

The Regent's Canal Dock forms a terminus of the Grand Union Canal, which links the Thames with the Trent and the Midlands, and is the only privately-owned dock in the Port of London.

## Illumination Congress.
### Anti-Dazzle Demonstration.

OVER ninety entries have been received by the R.A.C for the anti-dazzle demonstration which the Club is organising on September 17th at Cambridge in connection with the International Illumination Congress that is being held in this country during September. The demonstration will include (1) head lamps designed to meet the requirements of certain foreign countries; (2) those which would comply with the amendments proposed by the R.A.C. to the Ministry of Transport regulations, and (3) lamps which do not meet the requirements of any regulations, but which are claimed to be anti-dazzling.

The entry includes leading examples of French, German, Dutch, American and English devices, and it will be possible at the demonstration to compare the relative advantages of the movable beam such as is in common use in this country with the low top beam of the Continental type.

Considerable interest will attach also to the many entries which do not attempt to comply with any regulation, but which attack the dazzle problem by a variety of novel methods. These include coloured bulbs, diffused lights, screened reflectors, coloured glass screens, wire mesh light filters, hooded lamps, prismatic screens or lenses, devices to split the light beam, lamps following front wheel movement, bulbs withdrawn through the reflector, chemical treatment of glass, lenses filled with coloured water, a screen of glass wool immersed in oil, the light obscured by a quickly inflated bag or bladder containing a small circle of partially transparent material, a method of flood lighting the road from the top of the radiator dispensing with all lamps, the complete external illumination of the car thus enabling it to be distinguished under any conditions, and many others of equal ingenuity.

The demonstration will be divided into two parts. The cars will first be lined up so that spectators will be able to inspect the various devices in detail, after which the cars will be driven over a short route on the demonstration ground, each device as it approaches the spectators being shown with the car in motion.

## Denmark's Road Traffic Growing by 25 per cent. Annually.

ROAD traffic is steadily increasing year by year at an average rate of between twenty and twenty-five per cent. in Denmark. This remarkable growth is revealed in a report on a five-year traffic census which was conducted by the Danish Laboratory of Road Research. Copies of the report have just reached England.

The census was taken on an experimental stretch of road between Copenhagen and Roskilde, and tests were also made to discover the best surface material to withstand the growth of modern traffic. Surface-dressed macadam is recommended as best for this purpose.

Two types of vehicle, it is reported, are disappearing—horse-drawn traffic is decreasing steadily and solid-tyred vehicles rapidly. Much of the increase in traffic is due to the growth of Denmark as a touring ground.

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# Legal Aspects of Lien.

## Possessory and Equitable Lien.

## Carriers and Forwarding Agents.

(BY A BARRISTER-AT-LAW.)

### A COMMON LAW LIEN.

IN its primary meaning lien may be described as a right in one person to retain that which is in his possession belonging to another until certain demands of the person so in possession have been satisfied. In this particular sense it is given by law and not by contract; because contract may supersede lien and limit the rights of the person claiming under contract to those contracted for. Such a lien does not as a rule arise until the possession of the property is obtained, but in exceptional cases possession is not essential to constitute a common law lien, as, for instance, in the cases of lien for Seamen's wages and bottomry bonds. Possessory liens may be distinguished in their division as either general or particular. A lien is a right of defence, and not a right of action, and therefore can be set up in respect of a statute-barred debt, but a lien does not, except in special circumstances, confer any right to sell the thing retained, nor can the lien itself be assigned. Consequently, a lien, being merely a personal right, which continues during the possession of the goods, cannot be taken in execution. In the case, of course, of perishable articles the party claiming the lien is bound to take reasonable care of such property. But, generally speaking, anyone having a lien on property who keeps it for the purpose of enforcing his lien cannot make any claim against the owner for so keeping that property. It need scarcely be said that possession must be rightful; it must not be for a particular purpose and it must be continuous. A debt in which a lien is claimed must be due and not accruing. These principles have been laid down by very learned authority, and it will be readily understood that a contract for a special method of future payment which precludes any implied contract for immediate payment does not give rise to a lien, notwithstanding that labour has been spent on the property in question. Whether the Contract for future payment is an express Contract or is implied from usage of trade is quite immaterial

### AN EQUITABLE LIEN.

It should be mentioned, perhaps, that an agreement which is void *ab initio* by reason of the absence of legal formalities cannot give rise to a lien; and that a lien in its secondary sense, according to distinguished authority, where the person claiming the lien has not got possession of the thing in respect of which the lien is claimed is either judicial or equitable. Judicial liens are obligations founded upon Judgments or Orders of the Court which bind the property, but give no right of possession. On the other hand equitable liens rest upon the consideration of a duty or implied intention on the part of the owner to make property answerable for a specific claim. It is more particularly to the latter that it may be desirable to devote the brief remarks required by the limits of a short article.

### FORWARDING AGENTS AND OTHERS.

Maritime law admits the validity of an equitable lien, and if reasonable diligence be used and the proceeding be *bona fide*, such lien will not be discharged by the sale of the Ship, but may be enforced against the Purchasers without notice. Without pursuing this question, however, some observations may be helpful in regard to engagements to ship frequently made by forwarding agents acting for Merchants inland or abroad; or by Vendors or buying agents shipping on behalf of English or foreign purchasers or principals; and a doubt sometimes arises whether the person who has thus made the engagement is personally responsible for it. Where the contract is not entered into expressly for someone else, or so as to indicate to the other party that he who makes it is only acting as agent in the matter, the person entering into it becomes responsible for its performance, though the principal for whose benefit it was in fact made may also be made liable, or may be entitled to claim the benefit of it. If the contract has expressly been made for another, the person making it does not become responsible for its performance, but he impliedly warrants that he has authority to make it for that other person, and is liable in damages if that is not the case. When an engagement of this kind has been made in England on behalf of a foreign purchaser or principal, the presumption seems to be that the Vendor or Agent contracts personally, and does not pledge the credit of the foreigner. But this presumption will not prevail where it is inconsistent with the terms of the Contract. It may be added that, generally, no question as to the right to stop goods in transit arises unless the property in the goods has passed from the Vendor. This should be borne in mind in considering the cases on the subject; for the two questions of the right of property and right to stop in transit are frequently confused with one another.

### RIGHTS DURING TRANSIT.

The Vendor does not, by stopping the goods, reclaim the property in them, nor does he thereby cancel the sale. In general, he merely recovers the right to hold possession until the price is paid; and, in the case of perishable goods, to resell after notice to the buyer and failure by him within a reasonable time to pay or tender the price. The unpaid Vendor may "stop," that is, retake possession by the carriers holding for him *in transitu,* that is to say, during the transit; but it is laid down by one eminent authority that he cannot demand actual possession during the transit against the will of the Carrier, or direct the Shipowner to deliver to him except at the contractual place of destination. The goods, as that authority points out, may be under other goods in the hold; the Ship may have contractual engagements to carry other goods to other ports; or policies of insurance may be affected by detention or delay. The Contract of sale as indicated, is not cancelled by stoppage *in transitu,* and, according to the authority referred to, neither is the Contract of Affreightment, except in so far as delivery at the port of destination to the consignee is stopped by the unpaid Vendor, and other delivery there is ordered by him.

### POSSESSORY LIENS OF CARRIERS AND OTHERS.

It is important to remember that the right spoken of is subject to the possessory liens of the Carrier, Warehousemen, or others, which have been acquired for charges in respect of the goods. But it is not subject to any general lien which the Carrier might have had, as against the consignee, in respect of freights due on other goods. Nor is it subject to a general lien of the consignee's factors into whose hands the goods had come as pledges. In one well-known case it was held that the Vendor's right was paramount to that of a creditor of the Vendor who had attached the goods, while in transit, by process of the Court. In this reference to the liens of Carriers, Warehousemen, and others, what has been said already as to the position of forwarding agents acting for merchants will of course, be distinguished, so as to avoid any confusion.

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# News from the Ports.

**Quebec Harbour Commission.**—We have received information from the office of the High Commissioner of Canada, Canada House, Trafalgar Square, London, S.W.1, that the Quebec Harbour Commissioners have forwarded to the reference library at Canada House, their Report for the year 1930, giving up-to-date information relative to the facilities available for shipping in the port, and showing a further progress in the utilisation of the harbour accommodation during the 9 months of navigation last year. Navigation opened on March 8th and closed on December 23rd. The traffic decline reported in 1929 was slightly arrested last year, exports rising by 10 per cent. and imports showing also a slight improvement. The report can be consulted at Canada House.

**Fighting for New Industries.**—For the purpose of encouraging new industries in Lancashire, the Mersey Docks and Harbour Board has contributed £200, the Liverpool Organisation £100, and the Manchester Ship Canal Co. £50 to the funds of the Lancashire Industrial Development Committee.

**Manchester Association of Importers and Exporters,** in its annual report, states: "The main stream sweeping commerce along its downward course has been the policy deliberately and of set purpose pursued by Great Britain and America of curtailing the volume of the medium of exchange, especially during the period when all kinds of goods were beginning to be produced in rapidity and quantity unknown to previous generations." Mr. Harold A. Baerlein, President of the Association, at the annual meeting, said ample evidence existed that all overseas producers were constrained to send their surplus supplies to this island, and that most of them were not taking payment for their sales to us in British goods. The import and export trade of each of these countries should be examined separately and the reason for the buying from other countries rather than from us investigated.

**Great Western Railway Company's New Tender for Plymouth Ocean Liner Service.**—After successful trials delivery was taken recently at Plymouth of the s.s. "Sir Richard Grenville," the Great Western Railway Company's latest addition to their fleet of tenders, which will take her place in the tender service carrying passengers, baggage and mails between the liners calling in Plymouth Sound and the company's ocean passenger landing pier at the Millbay Docks. The vessel is built to Lloyd's Special Survey, and to comply with the latest Board of Trade requirements for a Passenger-carrying Tender. The principal dimensions are:—Length, 170 ft.; moulded breadth, 42 ft. 6 in.; moulded depth, 15 ft. 9 in.; with a mean draft of 11 ft. 9 in. With an indicated horse power of 1,700 she will have a good turn of speed. The new tender is also intended to assist with the popular excursions to the various delightful spots around Plymouth. The new vessel possesses great stability, the promenade deck being left as clear as possible for the stowage of mails and motor cars. On the main deck a saloon deck house, running the full length of the vessel, is being fitted out with a smoke-room complete with bar, ladies' lounge and a large roomy after-cabin, which will form a general lounge. There is also a dining saloon fitted out. The carrying capacity of the vessel will be 800 passengers. She is a twin-screw vessel, which gives her ample manœuvring powers for attending on the liners.

**Garston Docks: A Quick Discharge.**—A cargo consisting of 3,800 tons Pyrites recently arrived at Garston Docks, Lancs., and was discharged in the record time of 18 working hours. 2,650 tons were discharged in 8 hours by four recently erected 7-ton electric cranes fitted with the latest type of grabs, the residue of the cargo—1,280 tons—being discharged by tubs in 10 hours. Garston Docks are owned and worked by the L.M.S. Railway who have just completed a scheme for the modernisation of cranage and other equipment for the rapid handling of cargoes at the docks and on the dock estate thereby benefiting shipowners and merchants alike.

**Port Equipment at Cork.**—At a meeting of the Cork Harbour Board, Mr. Price, Harbour Engineer, reported that the new 25-ton transporter crane, erected by Messrs. Babcock & Wilcox, Ltd., had been thoroughly tested, and was found to be fully up to specification. The Chairman, Mr. R. Wallace, said that the Harbour Board could congratulate themselves on having such a splendid appliance, which was a very necessary port equipment, costing about £4,500.

**White Star Line Announce Cheaper Atlantic Travel.**—Important reductions in passenger fares, for sailings from October 1st onwards, are announced by the White Star Line. The cuts in rates are very substantial, and in the case of a first class suite on the "Majestic," the world's largest liner, the reduction amounts to as much as £200, whilst the cost of a room with bath on the same vessel is reduced by £50. Corresponding reductions are being made on the "Olympic" and "Homeric," as a result of which cuts amounting to as much as 36 per cent. will apply to the first class accommodation of the White Star Line's famous "Big Three" from Southampton to New York. Cabin and second class minimum rates remain unchanged but schedule rates are to be reduced and the minimum rate has been extended to include a greater range of accommodation. Tourist Third Cabin—in future to be designated "Tourist Class" thereby dropping the "Third" reference so obnoxious to many travellers—remains with unaltered rates, a fact which is not surprising when the many amenities and developments made by the White Star Line in this type of travel within the last few years are considered. Drastic reductions are also being made in the Third Class rates. With the introduction of these new rates it will be possible to cross the Atlantic in a monster White Star Liner for £43 first class, £30 5s. second, £21 15s. tourist, or £15 10s. third class, and rates will be at a lower point than they have been for many years.

**Liverpool Shipping and Forwarding Agents.**—No meetings of the Council of the Liverpool Shipping and Forwarding Agents' Association were held during the month of August. Arrangements are now being made by the Secretary, Mr. S. L. Jude, for Mr. B. H. M. Hewitt to address the members of the association at a special meeting on the outstanding features of the new Mersey Tunnel, which will be ready for use towards the end of next year. Mr. Hewitt was recently appointed General Manager of the tunnel. Probably next month, or maybe November, the annual general meeting of members of the Association will be held.

**Liverpool's Loss.**—Regret is felt throughout Mersey shipping and forwarding circles at the decision of the Anchor Line, Ltd., to close their Liverpool office. In future, the Liverpool work of the Anchor Line will be conducted by Messrs. T. and J. Brocklebank, Ltd., as Anchor Line agents.

**Fees for Passing of Customs Entries.** — Further consideration has been given at Liverpool to the question of high charges made by the coastwise steamship companies for passing customs entries on goods arriving at Liverpool from the Irish Free State. If shippers can forward their goods in larger consignments the probability is that trouble would be less pronounced. We understand that a committee of business men which has been investigating the complaint has come to the conclusion that the charges are reasonable—in principle. It is understood that the Committee of the British and Irish Railways and the Independent Steamship Companies have come to the conclusion that a reduction in charges cannot be entertained.

**Major J. A. Eckes, T.D.,** of Messrs. Langstaff, Erembert & Co., shipping and forwarding agents, of Liverpool, has been appointed one of the executive officers of the Lancashire Industrial Development Committee. Major Eckes is a member of the Council of the Liverpool Shipping and Forwarding Agents' Association, and is Deputy-Chairman of the Liverpool Chamber of Commerce.

**Decline in Ship Canal Traffic.**—Manchester Ship Canal Company in their monthly traffic return, report that approximate traffic receipts for the month of July totalled £92,814, a decrease of £15,258 on the corresponding period of last year.

**Economies at Liverpool.**—The sheds on the east side of the Toxteth and Harrington Docks, Liverpool, of which very modest use has been made lately, have been temporarily closed as a measure of economy. The adjoining water space is to be reserved for vessels lying up. Other sheds in the vicinity of these docks, including appropriated sheds, are unaffected by the closing order.

**Passing of Famous Old Firm.**—Messrs. Rankin, Gilmour and Co., the century old Liverpool shipping firm which originated at Glasgow in 1804, as Pollok, Gilmour and Co., has brought its activities to a close. At one time there were fourteen branch houses of the parent firm in Nova Scotia, New Brunswick, Canada and U.S.A. Their first steamer was launched in 1880 and eventually a fleet of fifteen to twenty modern steamers was built up to engage in world-wide trading. The directors have decided to liquidate the assets of the company.

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**Consular Changes.** — Manchester has lost one of its consular links through the closing of the local office of the German Consulate. All business which has been attended to at the Manchester Office must now be addressed to the German Consulate, 28, Brunswick Street, Liverpool. Senhor Augusto Rat Potier has been appointed as assistant Portuguese Consul at Liverpool, to succeed Senhor Luiz Vieira Campos, who left the Liverpool Consulate some three months ago.

**Future of the Tyne.**—Mr. Richard Aughton, General Manager of the Tyne Improvement Commission, lectured before his fellow members of the Newcastle Rotary Club recently on "The Making of the Tyne." Describing himself as an optimist, he declared his belief that sooner or later the industrial tide would turn and that they would win through successfully.

**A Successful Year,** despite these difficult times, was reported at the annual meeting of the Tyne-Tees Steam Shipping Co., Ltd., held at Newcastle on August 31st, Sir Arthur Munro Sutherland, Bt., presiding. While the profits were practically £10,000 less than those of 1930, a dividend of 5 per cent. has been paid. New services have been started from Amsterdam and from Dordrecht, and the number of passengers from London has increased, while the new service to and from Southend promises well. The rebuilding of the Gateshead quay is nearly completed, and the Company's sheds will be re-erected some time next month. There will then be accommodation there for three steamers and ample space for dealing with goods. Mr. Henry Armstrong replaces the late Mr. R. J. Thompson on the Board and is succeeded as Secretary by Mr. Hubert B. Charlton.

**United States Lines Announce Reductions.**—Substantial revision in rates has been announced on all Atlantic liners sailing from New York. Revised rates for sailings from British and European ports will come into force on October 1st. First and Third Class passengers will benefit most from these reductions. One of the first of the low rate departures will be the United States liner, "Leviathan," from Southampton on October 3rd. The new minimum First Class fare coming into force with this sailing will be £49—19½ per cent. lower than the minimum for this steamer during August and September. In the case of superior accommodation the reductions will be considerably greater—the reduction on some accommodation between the September 14th and the October 3rd sailing of the "Leviathan" ranging as high as 68 per cent. Third Class fares have been reduced approximately 13 per cent. On cabin ships all rates above minimum have been considerably reduced. Popular aversion to the designation "Tourist Third Cabin" has brought about the change to "Tourist Class" which now applies to the class below Cabin Class on all liners of the United States Lines except the "Leviathan." On that vessel the Tourist Class now rates next to the First Class, the former Second Class being used for Tourist Class. The revised Third Class rate of £15 10s. by the liners "President Harding" and "President Roosevelt" sets a new low level in transportation charges to New York. The cost of a return ticket from Southampton to New York on these steamers is £28. The new Third Class rate on the s.s. "Leviathan" is £16 10s., and £16 on the "George Washington" and "America."

**Southampton Docks.**—Seasonal activity in the timber trade at the Docks this year has been quite up to the high level attained last year for, in addition to the shipments of softwoods from the Baltic, which, as usual, have been very heavy, a number of cargoes have arrived from the United States and North Pacific. Provision made in the way of extended accommodation for timber storage, etc., has been fully justified by the trend of traffic during the past few years. Following upon the establishment by Messrs. Elders & Fyffes of a weekly fruit service from the Canary Islands to Southampton several consignments of bananas have been dealt with here recently from their steamers engaged upon the Central American route. Approximately 20,000 bunches bananas comprised the initial shipment landed ex the s.s. "Tetela," and all the fruit was loaded direct to rail in special box wagons and disposed of most expeditiously. Good progress is being made with the reclamation of land on the site of the docks extension and on the first portion of the scheme foundation piles have been driven for two pairs of passenger and cargo sheds. By means of mechanical excavators, etc., the site of the new mammoth graving docks at Millbrook is being cleared of mud and the firmer materials below the surface so as to allow the construction of the dock itself to proceed at the earliest possible date.

# Mr. Albert de Ryckere Honoured by The King of the Belgians.

WE are sure all shipping and forwarding agents who are interested in the admirable work being done on their behalf by the International Federation of Forwarding Organisations will join with us in offering hearty congratulations to Mr. Albert de Ryckere, a Vice-President of the Federation, on being appointed by the King of the Belgians a Knight of the Order of Leopold (Chevalier de l'Ordre de Leopold). Mr. de Ryckere who is President of the Federation Nationale des Entrepreneurs de Transports de Belgique is well-known throughout the trade and takes a prominent part in all the activities of the International Federation of Forwarding Organisations, and the success of the recent congress held at Antwerp was due in no small measure to Mr. de Ryckere's excellent help and great popularity.

In honouring Mr. de Ryckere, King Albert has honoured the Federation.

# Port of London Authority.

## Twenty-second Annual Report.

THE twenty-second annual report of the Port of London Authority for the year ended 31st March, 1931, shows that the total net register tonnage of vessels that arrived and departed with cargoes and in ballast from and to foreign countries and British possessions and coastwise during the year ended 31st December, 1930, was 58,085,598 tons.

The values of the total Imports and Exports (excluding coastwise goods and transhipments under bond) of the United Kingdom and six principal ports for the year ended 31st December, 1930, were as follows:—

| | 1930. £ | 1929. £ | Percentage Decrease on 1929. |
|---|---|---|---|
| United Kingdom ... ... ... | 1,701,565,000 | 2,059,816,450 | 17.4 |
| London (including Queenborough) | 603,743,000 | 705,237,724 | 14.4 |
| Liverpool ... ... ... ... | 351,246,000 | 477,077,169 | 26.4 |
| Hull ... ... ... ... ... | 88,969,000 | 109,274,207 | 18.6 |
| Manchester (including Runcorn) | 76,289,000 | 99,886,967 | 23.6 |
| Southampton ... ... ... | 76,222,000 | 96,207,794 | 20.8 |
| Glasgow ... ... ... ... | 70,388,000 | 81,695,332 | 13.8 |

During the twelve months ended 31st March, 1931, the Authority landed or received 2,308,367 tons of import goods for warehousing or for immediate delivery, an increase of 1,434 tons, or 0.06 per cent., on the tonnage dealt with during the previous twelve months.

The stocks of goods at the end of March, 1931, in the warehouses directly controlled by the Authority amounted to 621,326 tons, as compared with 645,036 tons at the corresponding date in 1930, a decrease of 23,710 tons.

The export traffic handled on the dock quays during the twelve months amounted to 578,449 tons, being a decrease of 154,006 tons on the previous year's figure of 732,455 tons.

The following is a summary of the year's working:—

| | £ |
|---|---|
| Total Revenue ... ... ... ... ... ... | 5,828,658 |
| Total Expenditure ... ... ... ... ... | 4,463,606 |
| Balance of Revenue ... ... ... ... | 1,365,052 |
| Less— Interest on Port Stock and Temporary Loans, Sinking Fund Charges, etc., less Interest, etc., receivable ... ... ... ... | 1,404,783 |
| Deficit ... ... ... ... ... ... ... ... | 39,731 |
| Balance brought forward from 31st March, 1930 ... | 520,632 |
| Balance carried forward ... ... ... | £480,901 |

The amount of the Reserve Fund remains at £1,000,000, the statutory maximum prescribed by Section 107 (1) of the Port of London (Consolidation) Act, 1920, and is fully invested in Trustee securities which stand in the books at less than mean market prices at 31st March, 1931. The Fund reached the maximum during the year ended 31st March, 1922, from which date the interest on the investments has been credited to Net Revenue Account.

Substantial progress has been made during the year with the approved programme for bringing the Authority's Undertaking and its equipment into an adequate state of repair and up-to-date condition. Further authorisations in pursuance of this policy have been made for the ensuing year.

* * * *

**Tilbury's Record Week.**—A record number of ships and passengers used the Tilbury Landing Stage during the week ending August 15th. Sixteen vessels embarked and disembarked a total of 5,460 passengers.

**Oars for Thames Barges.**—More than 450 pairs of oars for use on Thames barges reached the Port of London from Gothenburg recently. There are over 9,000 barges or lighters in use in the Port.

**Cruises to London's Docks.** — During September the P.L.A. weekly steamer cruises to the docks will take place on Wednesday afternoons instead of Friday afternoons. The cruises start from Tower Pier at 2.30 p.m.

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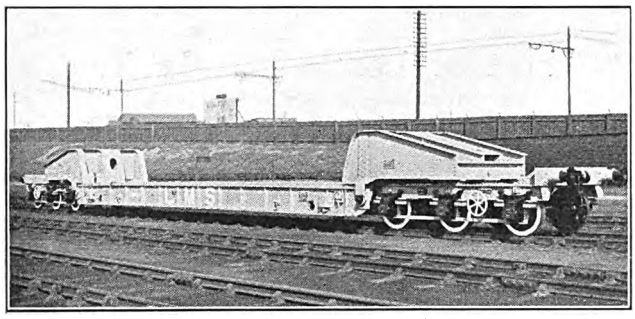
# Railway Notes and News.

**The Railway Barometer.**—The railway traffic receipts of the four group railway companies have now been published for the first 34 weeks of 1931 compared with the same period in 1930 and 1929, and are as under:—

| | 1931 | 1930 | 1929 |
|---|---|---|---|
| | £ | £ | £ |
| Passengers, etc. ... | 46,299,000 | 49,771,000 | 51,476,000 |
| Merchandise, etc. ... | 35,615,000 | 40,799,000 | 43,250,000 |
| Coal, coke, etc. ... | 20,692,000 | 22,267,000 | 23,544,000 |
| Total ... | 102,606,000 | 112,837,000 | 118,270,000 |



L.M.S. 65-TON TROLLEY REFERRED TO IN TEXT.

**65-Ton Trolley with Detachable Ends for the Conveyance of Locomotives.**—Two vehicles of this capacity have been constructed to the designs of Mr. E. J. H. Lemon, Chief Mechanical Engineer of the London, Midland and Scottish Railway, to enable the manufacturers of 3 ft., 3 ft. 6 in. metre and 5 ft. 6 in. gauge locomotives for India, South America, South Africa and other parts of the world to send locomotives up to 65 tons weight to the ports completed ready for shipment. On arrival at the port the locomotives are run off the trollies on to an accommodation siding where they stand until lifted off the dock side by the ship's derrick. This arrangement constitutes a considerable saving in time and cost over the old method which employed floating cranes to lift the locomotives from the trollies to the dock and from the dock into the ship's hold. The design which provides for this end off loading is unique in railway practice, and is in fact the first railway trolley of its type in the world. The trollies are built in detachable sections each comprising two six-wheeled bogies; two end cantilever sections and one main beams section. The bogies and end section are connected in the usual manner by steel centre castings and pins, and the end sections support the centre beams on high tensile steel hangers and connected through a steel pin at each corner of the well. The following are the principal dimensions:—Length over buffers 75 ft. 1 in.; length over headstocks 72 ft. 1 in.; centres of bogies 58 ft.; length of well 40 ft.; width over connecting pins 8 ft. 4 in.; width over side beams 7 ft. 6½ in.; height to top of side beams 2 ft. 10¾ in., height to top of centre beams 2 ft. 3¾ in., height to top of trolley rail 1 ft. 9⅞ in., height to underside of main beams 7¾ in. (loaded); diameter of wheels on tread 2 ft. 8½ in.; size of journals 11 in. by 5½ in. dia.; tare 49-8-2.

**"Holiday Return" tickets until November 1st.** — The issue of "Holiday Return" tickets, which has proved so popular among all classes of holiday makers, will be extended to November 1st on all four railway systems.

**L.N.E.R. Appointment.**—Mr. L. Ballan, who has been appointed District Superintendent at Sunderland for the L.N.E.R., has been in that Company's service since 1909. After serving as Chief Clerk in the District Goods Manager's office at Hull, he was Assistant District Goods Manager at Newcastle in 1923, returning to Hull as Controller of Mineral Traffic. He has lately been Trains Assistant Superintendent in charge of passenger and freight services in the North Eastern area.

**Exceptional Loads by Rail.**—The London and North Eastern Railway have just printed the second edition of a publication entitled "How the L.N.E.R. carries exceptional freight loads." The object of this interesting little 59 page booklet is to give information by means of illustrations, diagrams and tabular details of the leading classes of special wagons provided by the L.N.E.R. so as to assist traders in selecting and requisitioning the most suitable vehicles for the conveyance of articles of unusual dimensions or weight.

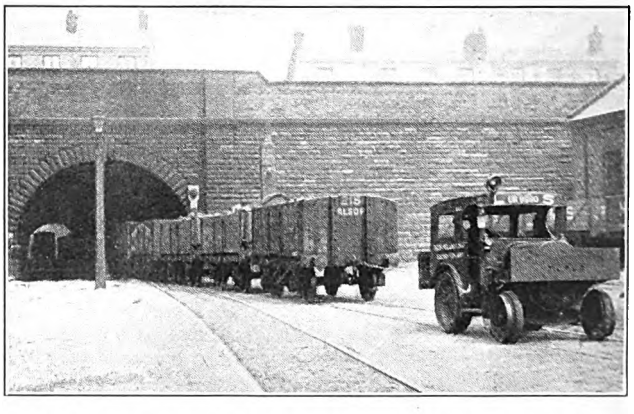
**University Lectures for Railwaymen.**—A series of lectures by University professors has been arranged by the L.N.E.R. during the coming winter. These lectures will deal with Railway Law, Railway Economics, Railway Geography, and Railway Operating and may be attended by any members of the Company's clerical staff on payment of a nominal fee.

**New Fish Market at Hull.**—The new fish market at the L.N.E.R. St. Andrew's Dock, Hull, which replaces the market destroyed by fire in August, 1929, was brought into use on August 4th. The work has been carried out in just a little over 12 months and has been completed two months ahead of the time allowed in the programme which, to meet the demands of the Fishing Industry, had been cut down to what was regarded as a minimum. The new market has been built by the Railway Company's own staff under the Chief Engineer for Docks. It is regarded by the Fishing Industry as one of the most up-to-date fish markets in the country.

**"Tell your Friends." L.M.S. Executive "Chats" with Staff.**—As part of the campaign they are running to popularise rail travel, the L.M.S. Railway are using their house organ, the "L.M.S. Magazine," as a means of bringing selling points to the notice of their staff. Each month a feature under the heading of "Tell your Friends," and compiled by the transport sales executives of the L.M.S., tells the staff in a chatty way, details of a few of the current facilities the railway has to offer. Mr. Ashton Davies, the Passenger Manager of the L.M.S. in an appeal he recently made to the staff claimed that there is a good deal to sell in rail travel and urged that L.M.S. employees should do their utmost to sell L.M.S. transport.

**World's Longest Non-Stop Train Run.**—The "Flying Scotsman" express is now, for the fourth year in succession, running non-stop in both directions between London (King's Cross) and Edinburgh (Waverley), a distance of 392¼ miles. This is the longest daily non-stop run which has ever been made by any train in the world. Facts about the run:—Time taken, 8¼ hours; coal required, 5 tons; water required, 13,000 gallons; weight of train, 400 tons; cost of engine and train, £42,000; type of engine, 4-6-2 (Pacific) with corridor tender.

**"International" Tractor with Buffer Equipment.**—Our illustration shows an International Tractor with buffer equipment operating for the London, Midland and Scottish



"INTERNATIONAL" TRACTOR WITH BUFFER EQUIPMENT.

Railway for shunting. The picture shows the site of the old Crown Street Station at Liverpool which, we believe, was the first passenger station on the Liverpool and Manchester Railway.

**Railway Congress Representation.** — Canadian representation on the Permanent Commission of the International Railway Congress Association has been increased by two members, one of whom is Mr. P. A. Clews, European Traffic Manager of the Canadian National Railways. Sir Henry Thornton, Chairman and President of the National System, is a member of the organisation, and the new nomination has been made to ensure Canadian representation at meetings held in Europe. This organisation is concerned with all matters of railway transportation, operation, equipment and safety devices.

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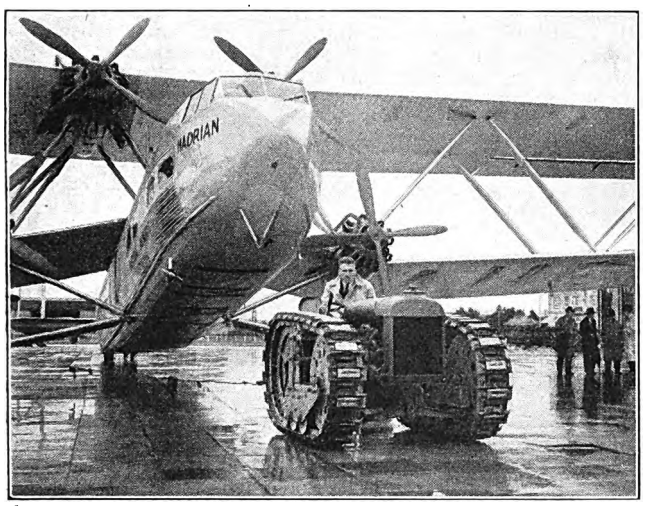
# Air Transport Notes.

**Midget "Manhandles" Giant.**—We reproduce an interesting picture of "Hadrian," "sister" ship to "Hannibal," the world's largest air liner, being towed by a Fordson tractor at Croydon Aerodrome. Though tiny by comparison the Fordson tackles the job in competent and workmanlike fashion.



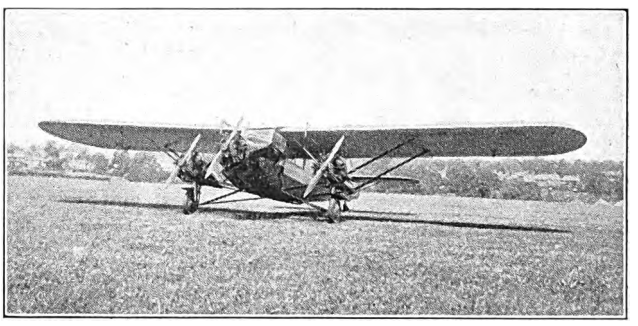

"HADRIAN" BECOMES ATTACHED TO THE FORDSON TRACTOR.

**"Junkers-Ju 52."**—Junkers-Flugzeugwerk A.G., Dessau, have sent us some interesting particulars of their latest carrier aircraft Ju 52. It is pointed out that like every other means of transport the aeroplane can only be made a source of profit when used for the carriage of freight, and the Junkers W 33, already well-known, was designed as a freight carrier. Now, however, the need for larger units has become manifest—for a larger cargo space which must be entirely unobstructed, i.e., without interference due to internal structure so that bulky and unwieldy goods can be carried and loading and unloading easily and rapidly carried out, and last, but not least, to provide a more favourable economic relation between pay load and running expenses, taking into account also, the initial costs. These requirements were kept in view in the design of the Ju 52, and in the case of both the W 33 and more particularly in the case of the Ju 52, the designers have succeeded in producing machines with a large cargo space and at the same time possessing excellent aerodynamical qualities. The Ju 52 is a single-engined, all-metal low-wing monoplane. The machine is constructed primarily as a freight carrier, but it can readily be transformed wholly or in part, as required, into a passenger machine, merely by providing the necessary fittings without reconstruction of any kind being necessary. The machine can also be easily adapted to meet other conditions or requirements. For instance, the same fuselage, control system, undercarriage, etc., can be retained and 3 engines fitted for night mail traffic, or purely for passenger transport.

**Pobjoy "R." Type Engine.**—The Pobjoy "R." type engine having recently passed the British Air Ministry Type Tests is now available for use in light aircraft with full certificate of airworthiness. Pobjoy Airmotors, Ltd., Hooton, Wirral, Cheshire, have produced this engine because they believe in the future of the privately-owned aeroplane. For an overall diameter of 647 mm. and a weight of only 130 lb., the engine develops a normal power of 75 b.h.p. at a speed of 3,000 r.p.m., while the reduction gearing reduces the corresponding propeller speed to 1.400 r.p.m. In a descriptive booklet issued by Pobjoy Airmotors, Ltd., the Company set out their grounds for claiming that this engine possesses all the qualities most desirable in a light aeroplane engine to a degree hitherto unapproached. Namely:—High power-weight ratio: 1.7 lb. per normal b.h.p. Fuel economy: .57 pints per b.h.p. hour. Low airscrew speed: 1,400 r.p.m. Small overall diameter: 25½ in. (647 mm.). Reliability and durability of the highest order. Perfect balance, smooth torque, and smooth reaction on mounting. Ease of starting. Good slow running. Ease of maintenance and overhaul. Silence and comfort. Ease of installation. Low first cost and low running cost.

**Royal Aeronautical Society. Wilbur Wright Memorial Lecture.**—The Wilbur Wright Memorial Lecture will be delivered by Mr. Glenn L. Martin on Wednesday, September 16th, at 9.15 p.m., in the Science Museum, South Kensington. The title of the lecture is "The Development of Aircraft Manufacturing." On the evening of the delivery of the lecture the Royal Aeronautical Society will hold a Conversazione in the Aeronautical Section of the Science Museum, by kind permission of Colonel Sir Henry Lyons. This date has been selected because at that time most of the foreign notabilities in the aeronautical world will be in England for the Schneider Trophy Contest and will be specially invited to attend the Conversazione, at which most of the leaders in British aviation will also be present. The programme for the evening is as follows:—8.30-9 p.m.—Reception by the President, Mr. C. R. Fairey, M.B.E., F.R.Ae.S., and the Council. 9.15-10 p.m.—Delivery of the Wilbur Wright Memorial Lecture by Mr. Glenn Martin. 10 p.m.-midnight.—Conversazione. By kind permission of the Air Council, the Band of H.M. Royal Air Force will play from 8.30-9 p.m. and 10 p.m.-11.45 p.m. A distinguished company will be present and it is hoped that there will be a large attendance of members and their guests. Evening dress with orders and decorations will be worn. The secretary of the Society is Captain J. Laurence Prichard, Hon.F.R.Ae.S., 7, Albemarle Street, Piccadilly, London, W.1.

**Handley Page "Hannibal."**—The Handley Page Hannibal has been running regularly on the London-Paris route for some time and a special party was arranged at Croydon Aerodrome recently at which the Hannibal acted as host and took for a flight a number of prominent people. Afterwards members of the party expressed themselves as delighted with their experience. The silence of the two cabins was particularly commented upon as well as the excellent view to be obtained from the large windows. The eight new Handley Page 42s have been given the following names:—Hannibal, Hadrian, Hanno, Horatius, Helena, Hecate, Heracles and Hestrides. The Handley Page 0/400 which inaugurated the London-Paris service in 1919 gave 40 cu. ft. to each of its passengers, an amount which at the time was extremely large. The 42 gives 76 cu. ft. to each of its passengers. The good ventilation of the cabins by means of the constant extractor system in the roof, the cool air apertures near the luggage rails and the controlled hot or cool air supply, enables the most pleasant living conditions to be maintained in the air, the feet of the passengers being kept warm and their heads cool. In safety the 42 also represents the culmination of a special study. The machine can carry a pay load of 8,500 lb. Eight of these machines, four of the Western type which seat 38 passengers with a crew of four, and four of the Eastern type which seat eighteen passengers and carry the rest of their load in freight, have been ordered. Some have been delivered and the remainder are in an advanced state of construction at the Handley Page works, Cricklewood, London.



WESTLAND "WESSEX" 3-ENGINED SIX-SEATER CABIN MONOPLANE.

**Belgian Air Lines (S.A.B.E.N.A.).**—In 1930 The Belgian Air Lines (S.A.B.E.N.A.), operating with 3-engined Fokker machines, type F.VIIb-3m, carried 9,445 passengers and 520,964 lb. of merchandise, while the weight of the mails carried was 49,094 lb. of letters and 36,311 lb. of postal parcels. The total distance covered by the Belgian Air Lines was 711,196 miles with a regularity of 98.1 per cent. The head office of the Belgian Air Lines is at Haren Aerodrome, Brussels, and the London office is at Airways House, Charles Street, Lower Regent Street, London, S.W.1.

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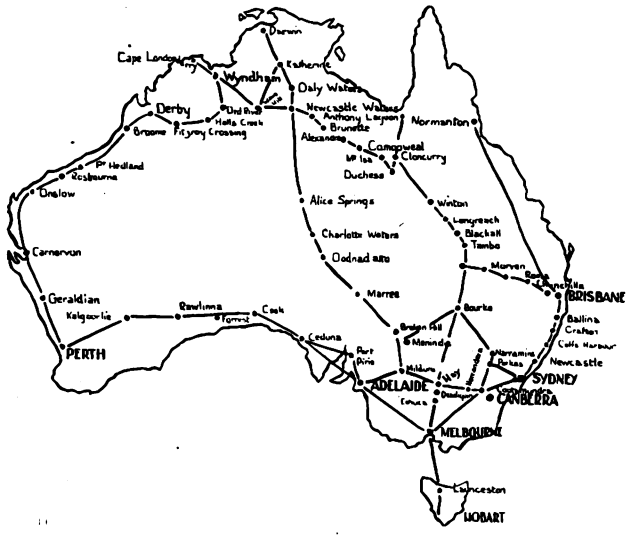
# Our Australian Letter.

FROM OUR OWN CORRESPONDENT.

UNDOUBTEDLY the most interesting and important development in the Australian transport field recently was the link of Australia with the Mother Country by air mail, and the arrival in Australia of a Dutch machine carrying mail. These flights were no doubt followed just as closely in England as in Australia and for that reason it would be superfluous to dilate further upon them in these notes. Australia, however, is proud of the fact that her services




MAP OF AUSTRALIA SHOWING CHARTED AIR ROUTES.

were not found wanting when called upon to step into a breach as the result of an unfortunate mishap to the "City of Cairo," and it is to be hoped that the success of the experimental flights will result in regular services being established in the near future. A suggestion has been put forward in Australia that an Australian company, possibly Australian National Airways founded by Air Commodore Kingsford Smith, could connect up with an Imperial Airways plane at Calcutta with a regular service. Such a scheme would require to be subsidised, and it does not appear that such a subsidy would be forthcoming because of the financial position of the Commonwealth. Therefore, if a regular service is to be established in the near future it is likely that it will be a Dutch service or an Imperial Airways service subsidised by the British Government until such time as the Commonwealth is in a position to contribute its share.

It is an unfortunate position, more particularly because of the remarkable progress that commercial aviation has made in Australia. A review of this progress is both interesting and enlightening.

The accompanying map shows clearly the charted air routes of the Commonwealth and of these the most important are those operating between Brisbane and Tasmania, between Adelaide and Perth, Brisbane and Darwen, and Perth and Darwen.

Of more interest still, however, is a service not shown on the map, namely, that operating between the coast and interior goldfields of New Guinea. This service is probably in many ways the most spectacular in the world. There is probably no service in the world that can say that after two years operation it was able to pay a dividend of 40 per cent. Of course, the company's opportunity was unique. The rich goldfields are almost inaccessible except by aeroplane, and the result is that freight to the extent of 150 tons is carried monthly. Recently a dredge weight, 4,000 tons, was transported in parts to the fields.

On the mainland of Australia probably the most interesting service is that of Australian National Airways, Ltd., organised by Kingsford Smith and C. P. T. Ulm, and run without subsidy. A daily service operates between Sydney and Brisbane and Sydney and Melbourne, whilst a weekly service has recently been established between Melbourne and Tasmania.

A matter of intense interest to British locomotive builders and manufacturers of road rollers is the enquiry just concluded into an application for increase in the duties on locomotives and road rollers to 65 per cent. British, 75 per cent. intermediate and 85 per cent. general. The present duties are 40 per cent., 50 per cent. and 55 per cent. respectively, though there has been a table submitted to Parliament which has yet to be ratified and which provides for rates of 55 per cent., 65 per cent. and 75 per cent. respectively.

# Winter Air-Mail Services on Empire Routes.

## Shorter Route to India.

PROGRESS in the construction of the great maritime port at Haifa, on the coast of Palestine, will make it possible for Imperial Airways to introduce experimentally, shortly, a faster and more direct winter air service between Britain and India.

At present the combined Indian and African air-mails leave London each Saturday and, after crossing Europe by way of France, Switzerland, and Italy, to the Mediterranean at Genoa, are carried on in big multi-engined flying boats via Naples, Corfu, Athens, and Crete to Egypt. Here the mail is divided, the Indian mail flying by way of Palestine to Baghdad, and the African mail travelling southward through the Sudan.

Beginning in the middle of October, arrangements have been made for two Empire air-mail services to leave London every week, one on Saturday as before, and the other each Wednesday.

The Saturday service will still carry the Indian air-mail, but after leaving Athens it will continue by flying-boat, via Cyprus, to the new port at Haifa (Palestine) instead of via Crete to Alexandria. At Haifa triple-screw land-planes will continue the journey direct across Palestine and Iraq to Baghdad, thus making the Indian route shorter and more direct, the air-mail arriving at Karachi (India) on the following Friday, less than six days after leaving London, this being the fastest winter schedule so far possible on the Indian route. The existing service between Palestine and Egypt will be retained, and will give through connections between Central Africa and India.

The new mid-week Empire service will carry the African air-mail and will travel via Brindisi and Athens to Alexandria, whence it will continue along the present route through the Sudan to Uganda, Kenya, and Tanganyika. This new arrangement will make the Indian and African air-mails independent of each other, and will provide a bi-weekly air service across the Mediterranean.

The London-bound mail from India will continue to arrive at Croydon each Tuesday, but the date of arrival in London of mails from Central Africa will be altered from Tuesday to Friday in each week.

In addition to increasing air travel facilities between Britain and the Near East, the new arrangements will also provide a direct air service between Britain and Palestine, while it will, in addition, be possible to fly from Kenya Colony to India, via Egypt, in only 8 days.

The time-tables for both these Indian and African winter services have been drawn up to allow ample time for the recipients of letters to reply to them by the next return mail, several days elapsing between the arrival of an incoming mail, and the departure of the next outgoing service, not only in Britain, but also at the terminals in India and Kenya Colony.

Another advantage offered by the new route will be a later departure from London. Instead of leaving Croydon at 8 a.m., as at present, the departure of both the Indian and African services will be scheduled for 12 noon, thus allowing travellers from provincial cities more time to travel to London to catch the Empire air services.

# Instruction in Road Transport.

AT the North Western Polytechnic, Prince of Wales Road, Kentish Town, London, N.W.5, and Kennington Commercial Institute, Kennington Road, London, S.E.11, the classes for the instruction of students of road transport which commenced last Autumn reopen this month. The courses of study are primarily intended to enable students to prepare for the graduateship and associate membership of the Institute of Transport but are also admirably adapted to be of use to employees in all or any branch of transport, whether for goods or passengers or whether on short or long-distance work. They include instruction in operation, in the economics of road transport and in accountancy and the law as applied to transport. The fees for a session amount to 30s. per student, subject to certain residential qualifications.

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# Publications Received.

THIS MOTORING. By Stenson Cooke. London. Cassell & Co., Ltd. Price 3s. 6d. net. It is not often that the editor of a technical journal receives a book for review, which, while dealing with the subject in which he is particularly interested, is at the same time written in such a fascinating and racy way as to make it difficult to put it down until he has come to the last page. This, however, is the case with the book written by Mr. Stenson Cooke, the very popular and genial secretary of the Automobile Association. The book will be read with the utmost interest by all those who are old enough to remember the early days of motoring and the tremendous struggle which the new method of transport had to obtain a footing against opposing interests and deep-seated prejudice. To all these the book will appeal in a personal way, because the men who originally founded the Automobile Association and those who have guided its destinies for more than a quarter of a century are well-known and can easily be identified. The book will, however, appeal to a much wider field, to those who are now interested in motoring, but whose recollections cannot go back to those early and difficult days. To all these we commend this book most heartily, as it will give them a good idea of the difficulties any new development has to face and will help them to realise the enthusiasm, the determination, and the courage which animated motoring pioneers.

The book starts in August, 1905, when a small group of enthusiastic motor car owners had just decided that an organisation was required, with a paid secretary, to combat the injustice under which they were suffering. The prologue sets forth how the writer of the book applied for the position of secretary of the new association, numbering 90 members in all and with a sum of £100 in the bank. The vivid way in which this to him, momentous appointment was secured, sets the pace for the entire book and one no sooner finishes one chapter, where some difficulty has been successfully overcome, some new development has been commenced, and some additional service to the members has been suggested and adopted, than one feels compelled to go on to the next chapter to see what fresh ideas will be evolved and what further dangers the growing organisation will next have to face.

The history and development of the Automobile Association is naturally and inevitably an autobiography of Mr. Stenson Cooke, the writer of the book, so far as this portion of his life is concerned, and he is to be congratulated upon having published this most interesting and readable account of the progress of motoring as shown in the development of the Association.

Now that the speed limit for private motor cars has been abolished, it becomes increasingly difficult to realise that not so many years ago police traps were in operation all over the country and motorists were being summoned in hundreds, and even thousands, every week for driving over measured distances at something more than twenty miles an hour. How the Automobile Association, with its road patrols, fought against this persecution, is one of the most interesting chapters of the book, but it is only one of the ways in which the Automobile Association served the interest of its members. The clearest evidence of the success which has attended the work is shown in the membership, which in just over twenty-five years has risen from under one hundred to the gigantic figure of over 444,000. Mr. Stenson Cooke, with that enthusiasm which has been such a great factor in his success and in that of the Automobile Association, finishes his book with the determination to "go all out for the first half-million."

THE PAGEANT OF TRANSPORT THROUGH THE AGES. By W. H. Boulton, with an introduction by Sir Josiah Stamp, G.B.E. Price 12s. 6d. net. London. Sampson, Low, Marston & Co., Ltd. The author of this book presents the subject of Transport in a way which should appeal not only to the man engaged in Transport as a profession or business, but to the large body of men and women who realise the importance of Transport and are interested in knowing something of its development, although they are not concerned with the subject in its more technical aspect. This book lives up to its title and is a "Pageant of Transport," covering the enormous field of Transport by road, by canal, by railway, by water, and by air. It will be realised, therefore, as the author does from the start, that it is quite impossible to do more than deal with each branch of the subject in broad outline, as each different branch of Transport would require a large book to itself, and in fact there are already numerous books dealing with each of the various forms of Transport described in this interesting work.

The chief quality of this book to our mind is the way in which the subject is planned, so that it does not become a text book for the student but a readable book for the ordinary man or woman interested in knowing how Transport has evolved from the earliest days to the present time.

The first five chapters deal with roads and road traffic, emphasising once more our great indebtedness to the Romans for the magnificent roads which they built and which have lasted down to the present time. Days of the turnpike and the tolls which were exacted in order that a certain portion of the roads should be kept in some state of repair, show how far we have travelled since those days of not so many years ago. Next, the author deals with waterways and canals and his quotations throughout the book show how wide has been his reading and how thorough his research into ancient history. For instance, the canals of Babylon in the days of Nebuchadnezzar are referred to, as having been used for Transport purposes. The author next deals with sea and ocean Transport and manages to comprise in the next five or six chapters a great deal of interesting matter showing how our present magnificent steamships have been evolved from the first boats of which we have any knowledge. Here again the author goes back as far as history will allow for instances of sea Transport. It is customary to refer to Noah as the first man to built a ship, but although reference is made in the book to Noah, it is stated that modern discoveries lead to the conclusion that ships were in use ages before the days when the Flood did its work of devastation.

The coming of steam links up sea navigation with the coming of the railways and of steam traction on public roads and the early days of the railways, a fascinating subject, is dealt with in three or four chapters.

Then comes the introduction of the motor car and the internal combustion engine and in a comparatively brief space the subject is touched upon. Electricity as a means of Transport is dealt with briefly and then Air Transport, commencing with balloons and going on to the aeroplane and the airship, takes up two or three chapters. The book concludes with a chapter dealing with Transport and another on the Empire and recent developments and the outlook.

The book contains a large number of illustrations on art paper, these having been supplied from a large number of sources, credit being given in each case to those interested in various forms of Transport through whose courtesy the illustrations are given.

THE BOOK OF THE ROAD. Issued by the Transport and General Workers' Union, Transport House, Smith Square, Westminster, S.W. Price 1s. net. This is a handy little pocket book issued by the Transport and General Workers' Union for the service of its members. The book does not purport to be a legal treatise on the Road Traffic Act but is an endeavour to portray in simple language those sections of the Act, and regulations issued in connection therewith, which primarily concern the members of the Union employed in road transport. It is a publication which we consider essential, particularly to drivers and conductors of public service vehicles and goods transport vehicles as well as to users of the road generally. In the foreword, by Mr. Ernest Bevin, the General Secretary of the Union, there is contained an excellent account of the activities of the Union and all the benefits which it confers upon its members. A very important section, in our opinion, is that devoted to the conduct of drivers, conductors and passengers, commencing on page 39. The section consists of a summary of the regulations governing the actions of drivers and conductors of vehicles and their passengers. This section is followed by sectional maps of England, Scotland and Wales giving the traffic areas as defined in the Road Traffic Act, 1930, showing the particular towns and roads and the situation of the Union Offices and traffic area headquarters. In a separate section of the book there is a key to these maps, containing a complete list of the addresses and telephone numbers of the Union's Offices situate in each traffic area in order that any member who finds himself in difficulty whilst on the road may be in a position at once to establish contact with a responsible officer of the Union should the necessity arise. The book also contains a summary of the Road Traffic Act, 1930, and the regulations thereunder. This section alone is of the utmost value to the driver and his mate and in fact to any road user. The appendices include the following (1) Fair wages resolution of the House of Commons which deals with wages, hours and conditions applicable to service vehicles. (2) Limits of speed under the Road Traffic Act. (3) Variations of limits of time under clause 19 of the Road Traffic Act. (4) Regulations governing drivers' and conductors' licences. (5) The Highway Code.

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# Law Cases.

## BARGE DAMAGED BY WASH.

IN the Bow County Court, before Judge Thompson, K.C., sitting with Nautical Assessors, Messrs. F. T. Everard & Sons, Ltd., of The Wharf, Greenhithe, E., barge owners, sued the Hull Steam Fishing & Ice Co., Ltd., of St. Andrew's Docks, Hull, Yorkshire, for £100, damage alleged to have been done to a barge, the "Compass," near Bugsbys Reach, on the River Thames, on April 15th of last year, owing to the negligence of the defendants. The damage to the barge was put at £72 10s., the detention of the barge during repairs, £16, detention to the barge during preliminary survey, to final survey, £8, surveyors fees and expenses, £6 6s. The plaintiffs abandoned all money in excess of £100. They claimed that the damage was due to the negligent navigation of the fishcutters, the "Dogger Bank" and the "Flamborough." The plaintiffs steam tug, the "F. T. Everard," with six barges in tow, of which the "Compass" was in the second rank, with a port tow-rope for the "Emerald" was proceeding up the Reach to the north of Mid-Channel, and making six knots over the ground, and the wind was north-westerly, and there was a strong breeze, the weather was clear, the tide was flood, with a force of about two knots. A good lookout was being kept on the "F. T. Everard." In these circumstances, the defendants fishcutters, if was alleged, were so negligently navigated when passing as to cause an excessive swell, which set the barges in violent motion and caused the forepart of the "Emerald" to strike the stern of the "Compass." The defendants denied that they had caused any damage or that they had contributed to it by any negligence on the part of the fishcutters. They further claimed that if any damage was done at all, it was through the negligent navigation of the "F. T. Everard," which must have been proceeding at an excessive speed, and failed to use or stop her engine in due time.

Mr. F. E. Raw appeared as counsel for the plaintiff, and Mr. Holman, barrister, for the defendants.

In opening the case, Mr. Raw said that it had been agreed that if there was any liability on the part of the defendants, the amount should be £100. He then went on to detail how the plaintiffs tug, the "F. T. Everard," gathered up the six barges to tow from Greenhithe to Fulham. The Master of the "F. T. Everard" saw the two fishcutters approaching; they were to the south of mid-Channel, and the leading one was approaching at a fair speed. Counsel went on to say that the "F. T. Everard" eased for the first fishcutter, and then the "Flamborough" came along at an excessive speed. The "Compass" was swamped, and the effect of the heavy seas was to lift the light barge "Emerald" on to the steel rudder of the "Compass," causing the damage they were now claiming. His evidence would be that the "Flamborough" was going the faster, and was trying to overtake the "Dogger Bank." At this place, there was a navigable space of 600 yards.

Henry Lazell, said he had been 35 years with the plaintiffs, and was an experienced Master. He agreed with the opening statement of counsel, and said the "Flamborough" caused the swell. Frederick Hallett, the lighterman in charge of the barge, "Compass," said it was the wash from the "Flamborough" that caused the light barge, "Emerald," to range forward, and this evidence was agreed to by John Duntall of the "Emerald."

For the defence, John Burton Liley, the pilot of the "Flamborough," said he remembered passing through Bugsbys Reach on the day in question, when he was doing 6½ knots, which would not cause any swell, and he knew of nothing in particular that occurred, and knew nothing of the tug and the barges.

The evidence in the case lasted the whole of the day, and at the conclusion, Judge Thompson had a conference with the two assessors, and then said he would find for the plaintiffs for the amount agreed upon, £100 damages. and costs. They found that the damage was done by the wash from the "Flamborough."

## LORRY SINKS IN GARAGE FLOOR.

IN the Willesden County Court, before Judge Higgins, a garage proprietor sued a firm of transport contractors to recover £13 6s. 6d. for petrol supplied and garage rent. There was a counterclaim for £15 12s. 10d. alleged damage done to a lorry whilst in the plaintiff's garage, owing to the alleged negligence of the plaintiff in not providing suitable garage accommodation.

Mr. Chapman appeared as counsel for the plaintiff, and said that the claim was admitted, and it was for the defendants to prove their counterclaim.

A member of the defendant firm said that while a lorry was standing in the plaintiff's garage it sank through the floor, doing damage to it to the extent of £15 12s. 10d.

Cross-examined he said that he inspected the garage before entering into a contract to garage his three lorries, and found it suitable. There were three other lorries in the garage. He agreed that it was mentioned that the lorries should not stand on the concrete as it was not suitable, but he denied that the accident was caused through the lorry being placed on to the concrete, but said that it sank into the ground just by the concrete. Nothing was ever said about not taking loaded lorries into the garage, and this lorry was loaded, its total weight being about 11 tons 5 cwts.

The secretary to the plaintiff company, in rebuttal, said that the defendants were told about garaging lorries on the concrete as it was not safe enough, and this lorry sank into the concrete.

Judge Higgins said there was an implied contract that the floor of a garage should not subside, and he would give judgment for the defendants on the counterclaim, with costs up to the date of admission, and judgment for the plaintiffs on the claim, with costs, such amounts to be set off against each other.

## RIGHT OF WAY CASE.

MESSRS. WILLIAM AND R. W. MARSHALL, motor coach proprietors, Blackpool, appealed at the Preston Quarter Sessions against a decision of the Blackpool Corporation refusing to sanction a crossing to their premises over a footpath at the corner of the promenade and St. Chad's Road, South Shore. The appeal was allowed with costs. The appellants owned the sole rights to one half of the highway, but the Corporation refused to allow them to cross the footway with any vehicle.

## DRIVER'S HOURS.

A PROSECUTION under the Road Traffic Act for an alleged breach of the section limiting the hours of motor drivers has taken place at Chester, where Abel Roberts, cattle transporter of Denbigh, was summoned for causing Edward Jenkins, also of Denbigh, to drive a cattle van for a continuous period of more than five and a half hours.

The driver in evidence said travelling at night with live cattle could not be helped. All the work of transport was done in the first three days of the week and for the remainder of the week there was practically nothing for him to do. He was satisfied with his employer.

The summons was dismissed.

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TO

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# News from all Parts.

**The Motor & Cycle Trades Benevolent Fund.** — The summer number of the Journal of the Motor and Cycle Trades Benevolent Fund contains a symposium "Why I Believe in the Fund." Sir George Beharrell, this year's President, in the course of his message, says:—"Any Society having for its object the relief of distress and the care of the fatherless must command the sympathy of right-minded people. How much more, therefore, should our sympathies be aroused in support of a Society of our own industry which has these objects?" Mr. A. H. Dawson is the General Secretary of the Fund with offices at 42, Bedford Row, London, W.C.1.

**Air Compressors.** — Tilghman's Air Compressor Co., Broadheath, near Manchester, send us a leaflet containing illustrations of representative types of compressors manufactured by them from sizes ranging from 20 to 2,500 cubic feet per minute. Amongst these is a vertical high speed compressor of the two stage tandem type suitable for pressures up to 60 lbs. Another is a single-cylinder, single-stage compressor for pressures up to 100 lbs. The third is a single-acting, single-cylinder compressor with forced lubrication. Full particulars may be obtained upon application to the firm.

**FORTHCOMING EVENTS.**

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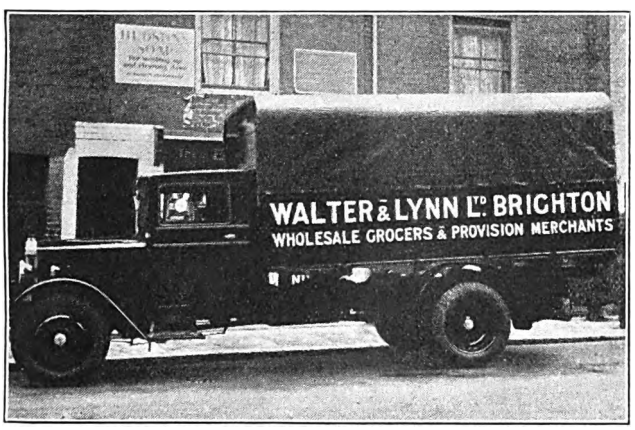
|---|---|
| Sept. 10—26. | Shipping and Engineering Exhibition, Olympia, London. |
| Oct. 12. | Institute of Transport Opening Meeting of the 1931-32 session. Presidential Address by Mr. Frank Pick. |
| Oct. 27. | Institute of Transport Metropolitan Graduate and Student Society, Opening Meeting of the 1931-32 session. |
| Nov. 5—14. | Commercial Motor Transport Exhibition, Olympia, London. |
| Nov. 16—21. | Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall, London. |
| Nov. 26. | The Motor and Cycle Trades' Benevolent Fund. Annual Banquet. |
| Nov. 28—Dec. 6. | Paris, Commercial Motor Exhibition. |
| Dec. 7—11. | Smithfield Club Cattle Show, Royal Agricultural Hall, London. |

**London County Council Tramways.**—The surplus for the year 1930-31 on the operation of the London County Council tramways was £31,636 (against £128,803). Income was £4,363,566 (against £4,460,536 the year before); working expenses £3,599,667, leaving a surplus on working account of £765,971 (against £847,207). Various charges absorb £804,485, of which £761,799 is for debt, and there are other items totalling £70,151 (of which income-tax accounts for £49,797). These charges and deductions amount to £734,333, leaving a surplus as stated above of £31,636, which is £1,342 less than the revised estimated surplus and £57,774 below the original estimated surplus. The decrease in the surplus is largely the result of bad trade conditions and the prevalence of unemployment, traffic receipts being £90,227 9s. 7d. less than in 1929-30.




WILLYS "MANCHESTER" 50-CWT. VAN FOR PROVISION MERCHANTS.

**One of the first Willys Manchester 50 Cwt. Models.**—Our illustration shows one of the new Willys Manchester 2½ ton models supplied by Messrs. Sussex Motors, Ltd., of 1a Cromwell Road, Hove, to Messrs. Walter & Lynn, Ltd., of Jubilee Street, Brighton. We understand that this vehicle is one of the first 50 cwt. models supplied anywhere in this country. The manufacturers, of course, are Willys Overland Crossley, Ltd., Heaton Chapel, Stockport, and 151, Great Portland Street, London, W.1.

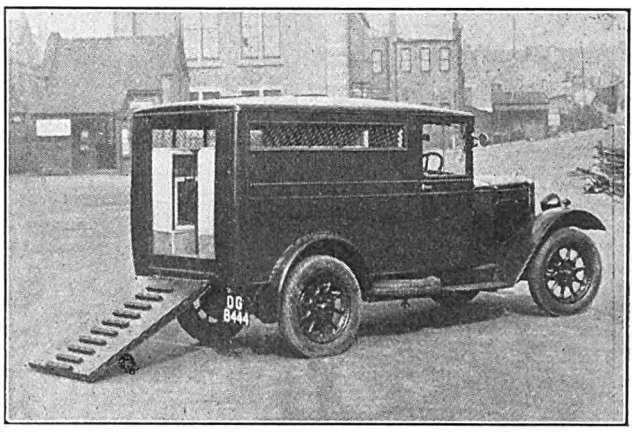
**Motorists and Road Accidents.**—The Automobile Association again emphasises that under the Road Traffic Act, a motorist who is concerned in an accident involving damage or injury to any person, vehicle or animal must stop immediately and, if requested by any person having reasonable grounds for requiring the information, give his name and address, also that of the owner of the car and the registration number. Failing this, the facts must be reported to a Police Station or to a Police Constable as soon as reasonably practicable, and in any event, within twenty-four hours.

**Institute of Transport Metropolitan Graduate and Student Society.**—The inaugural meeting of the 1931-32 session of the Institute of Transport Metropolitan Graduate and Student Society will be held on Tuesday, October 27th, 1931, at 6 p.m., at the Institution of Electrical Engineers, Savoy Place, London, W.C.2. Mr. Frank Pick, the President of the Institute, will receive the members and give an address; he will be supported by Members of Council. Light refreshments will be served during the Reception.

**Iraq—Memorandum on the Appointment of Agents.**—A confidential memorandum on the appointment of Agents in Iraq, prepared by the Consular Agent to His Excellency the High Commissioner, Iraq, has been received and issued by the Department of Overseas Trade to firms whose names are entered on its special register. British firms desirous of obtaining a copy of the memorandum together with particulars of the special register service of information should apply to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. The reference number C.X. 3596 should be quoted.

**Examination Success.**—At the recent Final Examination held by the Chartered Institute of Patent Agents, Bertram Thomas King (younger son of Mr. B. T. King, the well-known patent agent) was successful. Mr. B. T. King (Senr.), Managing Director of King's Patent Agency, Limited, 146a, Queen Victoria Street, London, E.C.4, has been actively engaged in the professional work of patenting inventions and registration of trade marks for over 45 years.

**Nickel Steel Tools.** — In the August issue of "The Nickel Bulletin," published monthly by The Bureau of Information on Nickel, The Mond Nickel Company, Ltd., Imperial Chemical House, Millbank, London, S.W.1, there is a very interesting illustrated article entitled "Nickel Steel Tools in Engineering Construction and Maintenance."




15-CWT. MORRIS-COMMERCIAL VAN SPECIALLY FITTED FOR THE TRANSPORT OF STRAY DOGS.

**Collecting Stray Dogs.**—Stray dogs in a busy city become a nuisance to vehicular traffic and very often cause road accidents. So many dogs are found in Birmingham (the number runs into four figures annually) that it has been found desirable to order a special van to collect the animals and take them to a depository where, if not claimed, they are destroyed. The vehicle illustrated is a 15-cwt. Morris-Commercial van recently ordered for use by the police of Birmingham. It is fitted up inside with a number of compartments on each side of the central gangway, with a hinged tailboard for loading at the rear.

**Leeds Tramways.**—At a meeting of the Leeds Tramways Committee, called to consider the position in the management of the department consequent on the recent death of the Manager, Mr. R. L. Horsfield, it was decided to advertise the post.

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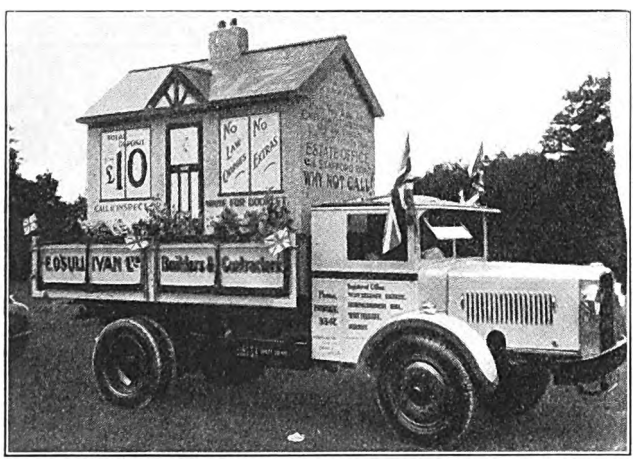
**Pels at the Shipping, Engineering and Machinery Exhibition.** — Henry Pels & Co., Ltd., 32-36, Osnaburgh Street, London, N.W.1, are demonstrating their latest types of machine tools at the Shipping, Engineering and Machinery Exhibition now in progress at Olympia, London. The stand is No. 1, Row "E," Main Hall, and the Exhibition closes on September 26th.

**American Road Builders' Association.—Annual Convention and Road Show.**—The 29th Annual Convention and Road Show of the American Road Builders' Association will be held in Detroit, Michigan, January 11th-15th, 1932. Detroit is the home of a large number of automobile manufacturers. The Road Show will be held in the Municipal Airport Building and the exhibits will consist of all types of materials and equipment used in the construction, maintenance and operation of highways. Also a very complete line of equipment for motor freight transportation. Reports on important highway subjects will be the theme of the Convention programme.

**Recent Orders for Thornycroft Vehicles.**—Amongst recent orders for Thornycroft vehicles received by John I. Thornycroft & Co., Ltd., have been included repeats from the following well-known companies:—The L.N.E.R. for 27 30-cwt. and 2-ton forward-control chassis; The Distillers Co., Ltd.; Alfred Button & Sons, Ltd.; Wholesale Grocers, of Uxbridge; Dorman Long & Co., Ltd.; Carter, Paterson & Co., Ltd.; W. D. & H. O. Wills, Ltd.; Needlers, Ltd.; Stratton Sons & Mead, Ltd.; Wholesale Grocers, of Marlborough, and Fowler Bros., the west country millers.

**Dennis Vehicles for Co-operative Societies.** — Dennis Brothers, Limited, the well-known commercial vehicle manufacturers, of Guildford, have recently supplied Dennis vehicles to the following Co-operative Societies:—Newcastle-on-Tyne C.W.S. (5); Towyn & District Society (1); Carnforth Society (1); Sheerness Society (1); Winsford Society (1); Lancaster Society (1); Cambridge Society (1); C.W.S. London (Traffic) (10); Buckfastleigh Society (1); South Suburban (1); Oldham Industrial Co-op. Society (1); Walkden Co-op Society (1); Chesham Society (1); Butt Lane Society (1); Nottingham Society (2); Watford Society (1); Leek & Moorlands Society (1); C.W.S. African Oil Mills (4); Colchester Society (1); C.W.S. Condensed Milk Factory, Fole (1); C.W.S. Basford Bridge (1).

**A "Commer" Carries a House.**—Our illustration shows a G.6. (6 ton) type Commer lorry decorated as it appeared in a carnival held on August Bank Holiday at Whyteleafe. The lorry belongs to Messrs. E. O. Sullivan, Ltd., builders and contractors, Hornchurch Hill, Whyteleafe, Surrey, who also run other Commer vehicles.




G.6. (6 TON) "COMMER" IN A CARNIVAL.

**A Big Order for Neate Trailer Brakes.**—The South African Railways have ordered seventy sets of Neate Patent Adjustable Controls for the brakes of the trailers of their road motor services. The suppliers are the Trailer Appliance Co., 44, Pall Mall, London, S.W.1.

**S.E. Car Washing Machines.**—Service Equipment Company, Limited, of Drayton House, 30, Gordon Street, and Euston Road, London, W.C.1, have recently supplied the Air Ministry with some of their S.E. Car Washing Machines.

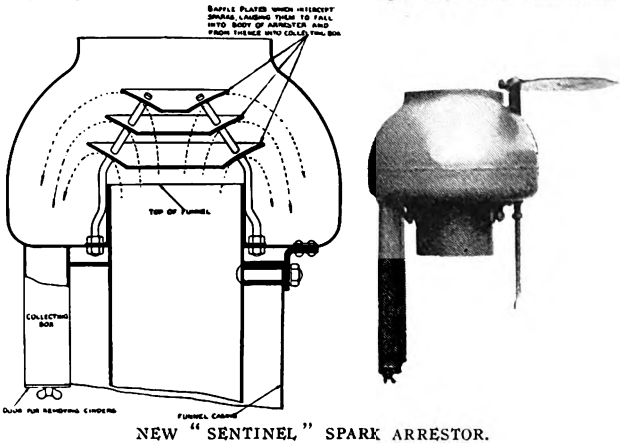
**The Ford Road Map.**—Ford Motor Company, Ltd., has issued a new Road Map of Great Britain and Ireland and the sectional road maps are clearly marked and easily followed. Under the heading "Reference to Maps" the classes of roads are indicated and golf courses, race courses, aerodromes, etc., are denoted by representative symbols. The map includes an explanatory article dealing with the Highway Code; signals as employed by traffic police and drivers; automatic and controlled signals, and much information invaluable to road users. At the back of the map is incorporated a twenty-four page list of Ford Dealers' Facilities Depots in Great Britain and Ireland indexed under the name of the town in which the Dealer's premises are situated. The name and address, telephone number, telegraphic address and map reference are given in each case. The Map costs one shilling and can be obtained from any authorised Ford Dealer. Where copies are required to be forwarded by post an additional 3d. should accompany the order.

**Gladder Tyres. New Process which Reduces Fatigue.**—Fifty machines for making tyre cord by a new process which gives much greater resistance to fatigue have been installed in the Dunlop cotton mills at Rochdale. "We have such faith in the process," said a Dunlop official in an interview, "that twenty per cent. of our total plant at Rochdale is now working on it and we intend eventually to introduce the system throughout the mills. The process, which puts two twists in the thread for each turn of the spindle instead of one, is not entirely a new discovery, but up to recently it could not be worked satisfactorily because it was impossible to prevent the spindle from oscillating. This difficulty has now been overcome, and the new process yields a better controlled yarn. There is no limit to the amount of twist that can be imparted to the yarn, and greater control of elongation is obtained. The production of tyre yarns by the new process is exclusive to Dunlop, and incidentally it gives more continuous employment to operatives since new stock can be continually added."

**United Motors, Limited. Change of Address.**—United Motors, Limited, have removed to larger premises in North London, and the Company's new address is North Road, Islington, London, N.7. Telephone North 3321 (6 lines). Telegrams "Unimocar, Holway, London."

**New Bus for Jersey.**—The Jersey Motor Transport Co., Ltd., has bought a Leyland "Titan" double-deck motor bus, to seat 48, for its St. Helier-St. Aubin service. More will doubtless follow.

**New "Sentinel" Spark Arrestor.**—We understand that all models of "Sentinel" road vehicles will in future be fitted with a very effective type of spark arrestor at the top of the funnel. This device is the outcome of a considerable amount of experimental work carried out by the "Sentinel" Waggon Works which has resulted in the production of a really efficient arrestor which, whilst stopping entirely the emission of sparks, does not interfere in the least with the draught in the funnel. As will be seen from our sectional illustration the device consists of a bulbous sheet steel outer casing attached to and forming part of the funnel and carrying the damper. Internally, three circular dished baffle plates of gradually decreasing size are fitted which divert the sparks and cause them to fall first into the bottom of the casing and eventually into the collecting box which forms part of it. From time to time, as may be required, the spent sparks are removed from the collecting box by opening the hinged door at the bottom.




NEW "SENTINEL" SPARK ARRESTOR.

**Selling British Goods Overseas.**—H.M. Consul-General, Philadelphia, has reported to the Department of Overseas Trade that enlarged photographs issued by the Travel Association of Great Britain and Ireland exhibited

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in steamship and tourist offices and stores in that city during the past twelve months, have unquestionably served the purpose for which they were intended in attracting the attention of possible visitors to Great Britain, and retailers report that the display of these attractive and well-selected photographs stimulate the sale of British merchandise shown with them. These photographs, shown in groups of ten or a dozen at a time, are part of a series of 500 illustrating historic and beautiful places in Great Britain and Ireland now in process of exhibition in all parts of the world as a part of the general effort put forth by the Travel Association to bring more visitors to this country. The offices of the Travel Association of Great Britain and Ireland are at Kinnaird House, 1, Pall Mall East, London, S.W.1.

## MERSEYSIDE.

**Pierhead Traffic Troubles.**—Proposals have been put forward by the Liverpool transport interests to overcome the trouble that is caused during the morning and late afternoon rush hours by the hold-up of lorries at the Liverpool Pierhead. The suggestion is that all traffic should be regulated in such a way as to fill all the luggage boats available, before allowing any other vehicles to collect on the landing stage. By this means both the existing traffic lines on the floating roadway would be open for traffic arriving at Liverpool from the Cheshire side, one to be used by light vehicles and the other by heavy vehicles.

**Obituary.**—Mr. Thomas Ralph Nickson, of Wallasey, who died recently, shortly after his arrival in the Isle of Man, was head of the parcels delivery firm of T.R. Nickson, Borough Road, Wallasey.

**Crosville Statistics.** — Crosville Motor Services, Ltd., whose headquarters are at Chester, now operate 634 motor buses over 2,248 route miles and gives employment to 2,300 men. Approximately 99 per cent. of the motor omnibus traffic in North Wales is controlled by the company. It was stated at a recent court of the North Western Traffic Commissioners that 43 per cent. of the company's routes were run at cost or less and this, it was held, entitled them to operate without undue restrictions on the more profitable routes.

**Presentation.**—Mr. F. W. Lampitt, before leaving Liverpool to take up the position of assistant to the chief goods manager and development agent of the G.W.R., was entertained at a luncheon arranged by Merseyside traders to acknowledge his services as district goods manager of the Great Western Railway for the Liverpool district. He was presented with a tray of silver ware by the chairman, Mr. George B. Lissenden, traffic manager for Messrs. Lever Bros., on behalf of the traders on Merseyside.

## MANCHESTER.

**Cartage Tender Accepted.**—Manchester Paving Committee has accepted the offer of cartage by Mr. John Biesty, and motor lorries by Mr. T. Lamb, Mr. J. Biesty and Messrs. H. Evers, Ltd., all of Manchester.

**New Motor Coach Station.**—Messrs. Fingland, motor coach owners, have opened a new motor coach station in Great Bridgewater Street, Manchester, where all coaches for long distance tours are now loaded under cover. Many daily services are operated, the principal ones being to London, the east coast and south coast towns and Lancashire holiday resorts.

**Trafford Park Transport Trouble.**—Owing to the proposed closing of the Trafford Bridge, Trafford Park, Manchester, which necessitates road traffic making a big detour, a strong protest has been made to the Ministry of Transport. One firm who owns three or four motor vehicles states that with the additional mileage which their vehicles will have to travel four or five times a day to make deliveries in the Salford area, they will be put to an expenditure for petrol and additional running of about 25s. per vehicle per week. At a low estimate, there are 1,500 motor vehicles engaged in traffic from Trafford Park, and they now have to go into Hulme to get to the dock basin, or round by Barton Bridge. Lorries have at least an additional seven miles to travel each trip. There are frequently waits of 20 minutes at Barton Bridge and it has been suggested that a tunnel should be constructed to cope with the volume of traffic. The Manchester Ship Canal Company state that they are in no way associated with the responsibility for the closing of the bridge. It is intended to erect a temporary bridge.

**Horse Transport Costings.** — Investigations have been made by the Manchester Corporation with a view to arriving at an explanation of the difference in the cost of hired horse transport and the horse transport operated by the Corporation. The Cleansing Department have given the following horse-drawn cost per operation hour: —wages of drivers and stablemen, 1s. 5.7d.; provender and bedding, 3.94d.; farriery and saddlery, 1.51d.; repairs, 1.45d.; and sundries, .06d.; total, 2s. 0.66d. Assuming team labour can be hired at a cost of 16s. per day, giving 47 hours service per week, the cost works out at 1s. 9.96d. per hour. The Cleansing Department as the department most concerned is of the opinion that under conditions of hired transport there would be a loss of effective control and flexibility. The displacement of 400 men would be involved if there was a change over to the hired transport system. The Corporation Expenditure Special Committee which has thoroughly investigated the question of transport expresses the opinion that the rate of conversion to mechanical transport should be expedited to the utmost in view of the economies which, undoubtedly, can be effected.

## HULL.

**Transport Dispute.**—The dispute between the London & North Eastern Railway Company and some of the largest fish merchants at Hull respecting the carriage of fish traffic from the St. Andrew's Dock is becoming acute. A year ago the Company requested the fish merchants to sign agreements conforming to certain conditions and restrictions governing the use of road transport on and around the dock roads. The majority complied, but six of the largest refused to do so. Those who signed were given licences entitling them to use the dock roads. The dissident ones have continued to do so, sans permission. An endeavour to effect a compromise was unsuccessful. The Company have again revived the question. The merchants admit the dock is private property but argue that if they sign the agreement they will be giving away some of their rights. The dispute hinges on traffic destined for places away from Hull. Carriage by road, the merchants contend, is cheaper than by rail, and quicker. On the other hand it is admitted that as the dock dues are low, and no wharfage charges are made on the fish landed, the Company have to look to the rail traffic for the recoupment of their heavy expenditure on the dock, to say nothing of their profit. What makes the position worse from the Company's point of view is that some of the merchants operating the motor lorries are not content to carry their own fish only but act as carriers for others.

## NORTH-EAST COAST.

**Scrapping Trams.**—Middlesbrough Corporation Tramways Committee has made provisional preparations for the scrapping of the tramways system between North Ormesby and Stockton and the substitution of omnibuses. It has been agreed to buy four omnibuses at £1,685 each, fitted with safety glass at an additional cost. This decision was come to on August 28th, although it had been recommended that eight buses should be purchased, economy being the deciding factor.

**100 Hours Endurance Test.**—An endurance test of 100 hours has been successfully carried out through Lakeland with a Hillman Wizard and Rover Pilot Twelve Six by Stouts Garages, Ltd., of Whitehaven For four days and four nights the cars travelled a Lakeland circuit of 186 miles every 8 hours, and at the end each car made two ascents of Kirkstone Pass to complete the 100 hours test. The total mileage recorded by the cars during the four days was 2,350 each.

**Newcastle Corporation's Omnibus Fleet** consists of 108 vehicles, 64 of the single-deck type and 44 double-deck. The City Council has sanctioned the purchase of 15 new double-deck omnibuses, which will replace 15 of the older single-deck type. There was a net loss of £2,532 on the trams and a net profit of £17,664 on the buses for the year which ended on March 31st last. During the past five years, the tramway revenue has decreased from £494,712 to £439,146, whilst the bus traffic receipts have risen from £82,553 to £176,471. Passengers carried on the trams last year totalled 83,559,782, compared with 21,276,128 carried on the Corporation buses.

**Newcastle's Old Mansion House.**—Messrs. Currie & Co. (Newcastle), Ltd., the well-known transport contractors, of Cambridge Hall, Northumberland Road, Newcastle, have just published a delightfully illustrated and superbly printed volume entitled "Ye Olde Mansion House in Ye King's Town of Newcastle on Ye Tyne." This tells the story of the moving days of the old Mansion House on the Quayside, whose site is now occupied by one of this enterprising firm's huge warehouses. The social amenities of Newcastle riverside in those far distant times form a radiant chapter in the city's history; and the illustrations, mainly from old prints and paintings, help the reader to recapture the spirit of the past.

**New Chairman.**—Mr. Charles Mitchell, the new Chairman of Messrs. Dorman, Long & Co., Ltd., vice the late Sir Hugh Bell, Bt., is an engineer of repute who joined that firm some eight years ago and took a prominent

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part in connection with the arrangements for the construction of the huge bridge across Sydney Harbour. In 1929 Mr. Mitchell was elected to the Board of Dorman, Long's and appointed Joint Managing Director with Mr. A. Dorman.

**Newcastle Garage Lifts.** — Messrs. Travers, Ltd., of Market Street, Newcastle, have installed in their garage two admirable labour saving devices in the form of hydraulic lifts manufactured by Messrs. Tangyes, each of which can raise the largest of cars with ease.

## MIDLANDS.

**An Iron Road.**—Worcester City Council on September 1st decided to experiment with the laying down of a section of iron road on Lowesmoor Bridge. Alderman Maund, Chairman of the Streets Committee, in submitting the proposal, said that if the experiment were a success it would revolutionise roadmaking and, besides providing roads with a life of 50 years or more without needing repair, it would give an impetus to the iron foundries. Members thought that the experiment should be made on a flat road where it would not offer difficulties to horses, but Alderman Maund said the Committee wanted the severest test possible. The Company were prepared to remove the plates and reconstruct the road if the Corporation were not satisfied. The cost would be about £1,200 for 1,200 yards.

**R.D.C. Supports Bus Company.** — Cirencester (Glos.) R.D.C. on August 24th unanimously approved of the objection of the Norton Motor Services to a proposed service by Swindon Corporation outside the municipal boundary over the route Cirencester, Poulton, Fairford and Lechlade. Messrs. Norton are pioneers and have been running buses over the route for ten years. Other motor buses are now running over the same route and it is contended that the needs of the public are being well supplied.

**New Midland Red Garage.** — The Midland Red on August 25th opened its new garage and offices at Evesham, the buildings having been under course of erection during the summer. Evesham is a flourishing centre and the need for such a garage has been apparent for some time. This company operates by far the largest number of routes in the district.

**Two New By-Pass Roads.**—Warwickshire is constructing two important by-pass roads. One scheme is at Coleshill providing for a by-pass road on Route AA446 between Leamington and Lichfield, commencing at the foot of Grimstock Hill and proceeding in a southerly direction over the River Cole and across the main Birmingham-Nuneaton road 500 yards west of Coleshill cross-roads. The other at Knowle will begin at Purnell's Brook in the Solihull side of Knowle, proceed easterly joining the Redditch-Knowle-Coventry road over canal bridge. Following the line of the existing road and the district road known as Watery Lane, it will cross the main Birmingham-Warwick road on the Warwick side of the King's Arms canal bridge, joining the main road again near the junction of Bakers Lane.

## SOUTH WALES.

**Goodyear Cup.** — Mr. G. H. Lockley, Cardiff headquarters of the Western Welsh Omnibuses, Ltd., journeyed to Pont Newydd on August 21st to present the Goodyear Cup to the Eastern Valleys team, which headed the Busmen's Football League last season.

**Western Welsh Omnibuses, Ltd.** — Consequent upon the decentralisation of the welfare scheme of the Western Welsh Omnibuses, Ltd., a triple presentation to old friends took place at the Bridgend Depot on August 21st, when Mr. S. B. Norris, Accountant, and Mr. E. G. Burgoyne, Chief Clerk at Bridgend, were presented with bureau desks, and Mr. Tom Rees, Traffic Assistant Superintendent at Bridgend, was given a gold watch. Mr. Emlyn Rees, the Bridgend Manager, presided, and specially welcomed Mr. A. Gray, A.M.Inst.T., the General Manager, who, he said, always interested himself in the activities of the Company, social and otherwise. Mr. Gray said he was glad of the opportunity of joining in the honour that was being paid to three of the finest men employed by any company. Mr. Norris was the original Hon. Secretary and Treasurer of the Welfare Club, and retained that office until the old South Wales Commercial Motors, Ltd., was merged with the Western Welsh Omnibuses, operating in six counties, and necessitating separate welfare schemes. Mr. Burgoyne, the Bridgend organiser, was also a prophet honoured in his own country—esteemed the more highly where he was best known. As for his friend, Mr. Tom Rees, the men only had to "play the game" to get a square deal from him.

## SCOTLAND.

**Wylie & Lochhead, Ltd., of Glasgow.**—This old-established Glasgow firm is rapidly extending its transport and removal activities. It has now a large fleet of vans and motor lorries ranging from 10 cwts. to 6 tons carrying capacity which are used daily on the Glasgow, Leith, and Edinburgh services and also the services from Glasgow to all the leading commercial towns in Fifeshire which run three times weekly. Some of the removal vans have a 1,200 cubic feet capacity and are fitted with pneumatic tyres. The firm takes great pride in its transport organisation and points out that all vehicles are manned by very competent men, and supervision is of the highest order.

**Glasgow Bus Area.**—The Road Traffic Commissioners for the Southern area of Scotland are tackling the problem of overcrowded bus routes between Glasgow and outlying towns and districts, and at a recent sitting intimated that they intended devising a co-ordinated timetable for these routes. It was agreed on all sides that there are too many buses plying on many routes and it was thought that the best way of solving the problem was by the institution of a properly co-ordinated and unified time-table.

## NORTHERN IRELAND.

**Preparing the Course for the Tourist Trophy Race.**—The Circuit, a length of 13½ miles of road in County Down, near Belfast, over which the last four Tourist Trophy races of the Royal Automobile Club have been run, is subjected to a severe test, not only during the race, when high powered cars race over it at great speed for six hours on end, but also during the fortnight preceding the race, and for some time after, when thousands of motor cars tour the course with sightseers. There are also two official practices before the race, when the cars entered for the race go round the course at speed for two hours. This year these practice days were wet. The course, however, stood up to all tests. The possibility of skid is reduced to a minimum. Colfix was used for the Dundonald-Newtownards leg which has an area of 79,000 sq. yds. Five hundred tons of chippings were used, and 13,000 gallons of bitumen emulsion. From Belfast to Comber (55,000 sq. yds.) 500 tons of chippings were used, 9,000 gallons of tar, and 4½ tons of powdered Cuban asphalt. On the Comber-Newtownards leg (45,000 sq. yds.) 400 tons of chippings were used, 7,500 gallons of tar, and 3¾ tons of powdered asphalt. This work was carried out under Mr. J. G. Wilkin, County Surveyor of Down, who, since this race was established in Ulster, has devoted special attention to this road. The course passes through the town of Newtownards, and there Mr. J. H. Thompson, Surveyor to the Urban Council, was responsible for the treatment of 25,000 sq. yds. of the circuit.

## IRISH FREE STATE.

**Twelve Months' Revenue from Motor Vehicles in the Irish Free State.**—The Irish Free State Revenue accounts for the year ended March 31st last were issued during the last week of August. From these returns it appeared that the duty paid on motor vehicles continues to be an increasing source of revenue for the Free State Government. For the financial year 1930-31 the road tax on motor vehicles amounted to £943,000, as compared with £868,000 for the financial year 1929-30. Customs duty on the imports of motor cars and vehicles, cycles, parts, and accessories, yielded £508,983 for the year ended March 31st last, and accordingly for that year the total taxation borne by the Free State motoring section of the public came up to the big sum of £1,451,983.

**The Future of Aviation in Ireland.**—A successful air pageant was brought off by the Irish Aero Club, at Baldonnel, on August 15th, and was witnessed by upwards of 15,000 spectators. The Irish Free State Governor-General attended the fete, and a flight of 15 planes, led by Miss Crossley, greeted and saluted his Excellency. Amongst the machines taking part in the pageant were:—Gipsy Moth, Brig.-Gen. A. C. Levin, London; Gipsy Moth, Miss F. Crossley, Heston; Sports Avian, J. C. Taylor, Heston; Avian, R. R. Bentley, London; Avian, W. H. Sutcliffe, Chief Instructor Midlands Aero Club, England; Puss Moth, Captain Cazalet, Heston; D.H. Moth, H. T. Willis, accompanied by R. R. Jackson, Birmingham; Cutty Sark, of Personal Flying Service, London, etc. In the course of a broadcast message of welcome to the visitors Colonel Russell said that the object of the Irish Aero Club was to see, that as a nation, Ireland would not lag behind in aviation, not for a sentimental reason, but because the carriage of passengers, mails, and appropriate freight by air must be an extremely lucrative business in the immediate future. The Club sought to urge upon everybody the importance of a comprehensive national air policy, to create in a fixed number of years and retain permanently, an efficient transport system, owned, manned, and controlled by their own people. The Lord Mayor of Dublin and other distinguished visitors were present.

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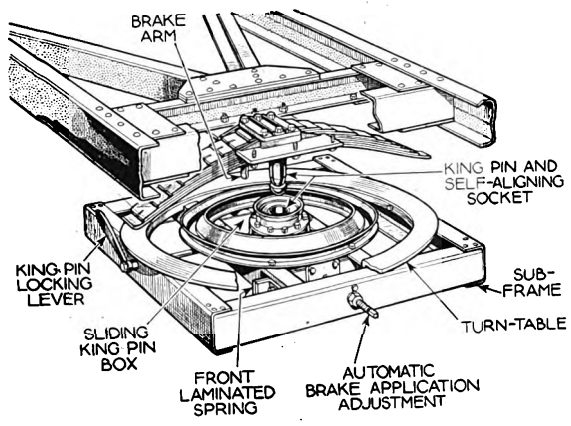
# Motor Notes.

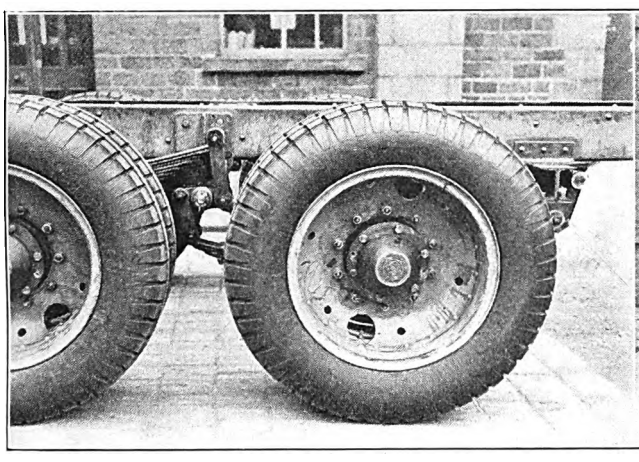
**The Myles 3-ton Articulated Trailer.**—This semi-trailer, which is produced by the Westminster Trailer and Tractor Company, 162, Grosvenor Road, Westminster, can be used with all types of 30 cwt. chassis so as to take a pay load of 3 tons. The trailer has a robust pressed steel frame. The king pin, 2 in. in diameter, is attached to the trailer frame in a cast steel housing and

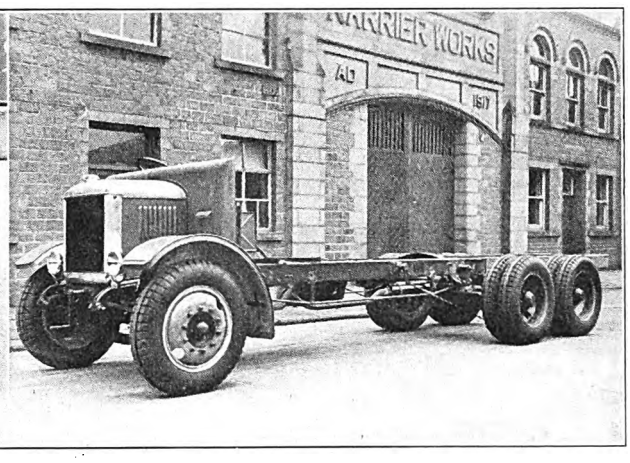



COUPLING DEVICE FOR MYLES DETACHABLE ARTICULATED TRAILER.

is supported by a semi-elliptic transverse spring acting on the turntable ring fitted to the motor chassis. The king pin is automatically locked to the tractor through a self-aligning roller bearing housed in a steel casting, which slides in a steel frame with half elliptic springs at each end to take up push and pull strains. The internal expanding brakes on the trailer are connected and operated automatically. A hand brake is also supplied. The trailer can easily be disconnected by lowering the jockey wheel to the ground, so lifting the trailer off the chassis.

**The Karrier K10 Six-Wheeler.**—Karrier Motors, Ltd., Huddersfield, have sent us a copy of a new brochure



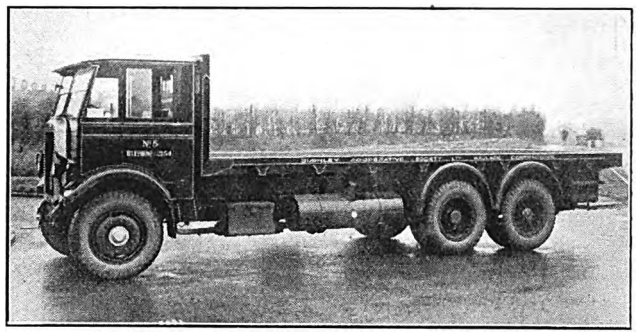



LEFT: SHOWING DETAIL OF REAR SPRINGING. RIGHT: THE KARRIER "K10" TYPE CHASSIS.

dealing with their latest six-wheeled vehicle. The chassis, which is designed to carry a paying load of 10 tons follows closely on the lines of the well established "K7" type chassis, with the exception that the frame is lengthened and stiffened, and an addition is made in the form of a non-driven trailing axle, the springs of which are coupled to those of the driven axle in a manner ensuring a correct proportioning of the load to each axle. Servo-assisted hand brake operates internal expanding shoes on all four rear wheels and also a foot operated transmission brake. The power unit is of the four cylinder side by side valve type developing 82 h.p. at 2,000 r.p.m. The gear box provides four forward speeds and reverse. The rear driven axle is of the bevel and spin reduction type. Detachable disc type road wheels fitted with 40 in. by 8 in. pneumatic tyres (twins on both rear axles).

**Carrimore Six Wheel Attachments.**—Carrimore Six Wheelers, Ltd., Great North Road, North Finchley, London, N.12, have sent us a copy of their latest Six-wheeler catalogue. It deals in a comprehensive manner with every form of articulated six wheeler attachments for all makes of chassis. This catalogue will be sent to any one on application.

**Another Leyland for the Burnley Co-op.**—The Burnley Co-operative Society have recently taken delivery of a



ANOTHER LEYLAND FOR THE BURNLEY CO-OPERATIVE SOCIETY.

Leyland "Hippo" six-wheeler, as shown in the photograph. This vehicle is to be used by the Haulage Contracting Department for this Society and is one of a considerable fleet used for long distance work.

**Singer's New Programme.**—At a luncheon, attended by Singer agents, which was held recently at the Company's works, in Birmingham, on the occasion of the launching of their new programme for 1932, Mr. W. E. Bullock, Managing Director, said, in a speech, that in spite of the unpromising outlook, results would be all right if everyone did his best. He also mentioned that at the next General Meeting of the Company the Directors would recommend the formation of a Local Board of Works Directors.

**Hans Renold and Coventry Chains.**—The Associated Companies of Hans Renold, Ltd. and the Coventry Chain Co., Ltd. have sent us a copy of their 1931-32 combined catalogue of products for Industrial Applications which they will send to anyone interested. There are sections on Power Transmission, Conveying, Cutting Gear, and useful tables of metric dimensions. In the foreword they draw attention to the fact that Brampton components will continue to be manufactured by Brampton Bros., Ltd., but will be available under either the Renold or the Coventry mark and customers who have been in the habit of addressing their enquiries or orders to Messrs.

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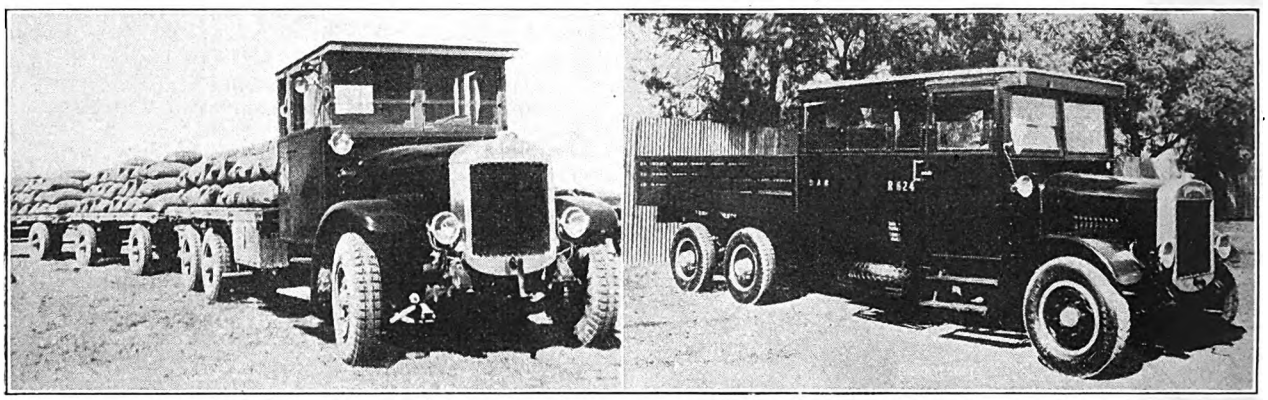
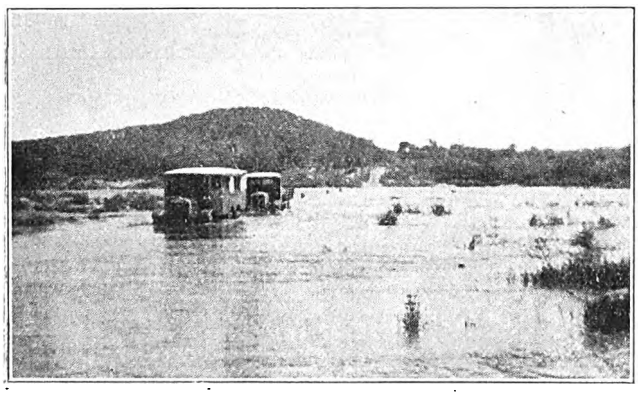
Brampton Bros. are asked to communicate in the future with Hans Renold, Ltd., Manchester, or The Coventry Chain Co., Ltd., Coventry.

**New Henley Tyres.**—We have received particulars of the Green Stripe giant pneumatic cord tyres manufactured by Henley's Tyre and Rubber Co., Ltd., 20-22, Christopher Street, Finsbury Square, London. A brochure giving details of recommended inflation pressures and loads per axle as well as the prices may be obtained from the manufacturers on application. The new tyres are built on the latest and most scientific principles. The tread is immensely tough and has a design which gives a minimum of rolling resistance with a maximum of resistance to skidding—either forward or lateral.



TWO "THORNYCROFTS" AT WORK IN SOUTH AFRICA.

**Thornycrofts in South Africa.**—The accompanying interesting photographs show various Thornycroft vehicles mounted with special bodies or provided with trailer equipment, for transport in South Africa. The dual purpose vehicle used by the South African Railways is one of approximately 150 similar vehicles owned by them. The photograph showing two of the South African Railway's Thornycrofts crossing the Usuto River in Swaziland, gives an excellent idea of the exacting requirements for transport vehicles in that country. The causeways or Irish bridges on which the vehicles cross the rivers are substitutes for the more expensive bridges.

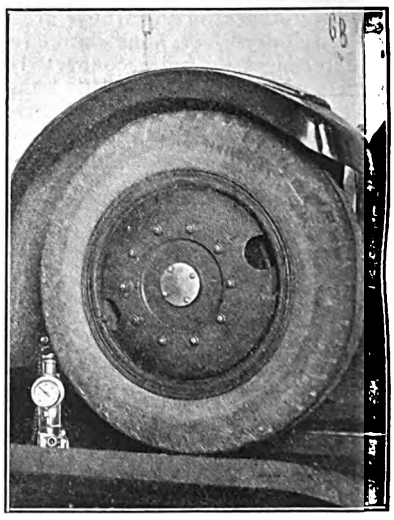


THORNYCROFT LORRIES CROSSING THE USUTO RIVER IN SWAZILAND.

A SMART ALBION VAN THE PROPERTY OF JOSEPH LUCAS, LTD.

**Recent Albion Deliveries.**—Our photograph shows a van of particularly smart appearance recently delivered by the Albion Motor Car Co., Ltd., of Glasgow, for service with Joseph Lucas, Ltd., at their Edinburgh Depot. The van is of 35 cwt. capacity.

**"Skyhi" Hydraulic Brake Tester.**—"Skyhi" Hydraulic Brake Tester manufactured by Henry Miller & Co., 186, Walmer Road, London, is designed to register the brake resistance of each individual wheel so that the correct balance of this resistance may be effected. The complete unit takes up practically no floor space, is portable and costs £16 16s. for ordinary car brake testing, and £18 18s. for commercial vehicles. The apparatus consists of a hydraulic pedal depressing unit which applies an amount of pressure to the foot pedal equal to that supplied by the driver's foot. A clamp is then placed around the circumference of the tyre and, with a hydraulic tester, the wheel is pushed round against the braking resistance and on the dial of this tester the amount of pressure offered by the brakes is immediately shown. The tester is then moved around to all four wheels and the brakes adjusted until a balance is obtained. It measures definitely the tractional resistance of the brakes. It not only shows the load which the mechanical brake applies but is also used to test the value of the self-energising system fitted. This is regarded as a most important point as it provides information upon a brake fitment which has hitherto been impossible to test separately from the mechanical brake.



THE "SKYHI" HYDRAULIC BRAKE TESTER.

## Answers to Inquiries.

**Question:**—We have a motor van hired to a firm on contract, and have been asked to carry their team of footballers to the ground each Saturday, the cost of the journey to be paid for by the footballers. Are we allowed under the present regulations to carry these men on a van not taxed and insured as a passenger carrying vehicle?

**Answer:**—If you use your van for carrying eleven footballers and are paid for the journey the vehicle would be treated as if it were a contract carriage and would have to comply with the new public-service vehicle law and regulations.

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# County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants, liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

T. Greenaway & Sons (a firm), The Paddocks, Chipping Sodbury, Glouc., haulage contractors. £40/7/2. June 9th.

Kent Waggons (a firm), 18, Victoria Avenue, Sleaford, Lincs., haulage contractors. £26/19/3. May 29th.

H. C. Pickford, 3, Osborough Road, North Wembley, Middlesex, haulage contractor. £26/16/5. June 23rd.

Arthur G. Edwards, 48, Copthorne Drive, Shrewsbury, haulage contractor. £30/1/6. June 6th.

M. & T. Welch, 18, Worthington Street, Whitchurch, Salop., hauliers. £37/2/10. May 30th.

Wm. Lewis, 34, Salop Street, Dudley, Worcs., haulage contractor. £41/11/4. June 20th.

Albt. Burnham, Whixley, Nr. York, haulage contractor. £28/11/8. June 17th.

Frank Almond, Moorfields, Willaston, Nantwich, Ches., motor haulier. £26/4/10. June 30th.

C. L. Knaggs, 86, Brighton Road, Darlington, Durham, haulage contractor. £31/12/1. July 2nd.

Wm. Whalley, 39, Park Lee Road, Blackburn, haulage contractor. £32/18/1. June 30th.

Bernard Bloomfield, Linwood Warren, Market Rasen, Lincs., haulage contractor. £32/11/9. June 15th.

Thos. F. Pamplin, 71, Draycott Avenue, Chelsea, London, S.W., haulage contractor. £61/2/1. June 23rd.

H. W. Watling, Brewery House, Thetford, Norfolk, haulage contractor. £29/11/3. June 30th.

J. M. Riley, 9, School Street, Trent Vale, Staffs., haulage contractor. £47/1/6. June 30th.

Bede Dalton Ellison, Holly Grove, Hollingworth, Ches., haulage contractor. £26/13/10. July 7th.

Lowe Bros. (sued as a firm), Post Office, Swarkestone, Derbyshire, haulage contractors. £25/8/3. June 24th.

W. C. Targett, Hursley Road, Chandlersford, Hants., haulage contractor. £50/16/9. July 6th.

Broughton Motor Hiring Co. (sued as a firm), Duke Street, Lower Broughton, Manchester, motor coach proprietors, and

Jas. Jonas, 41, Cophall Street, West Bromwich, Lancs., haulage contractor. £82/1/2. June 20th.

Universal Roadways, Ltd., 27, Water Street, Liverpool, haulage contractors. £27/5/6. July 7th.

Springer & Co., Ltd., Ringles Garage, Valence Road, London, E., haulage contractors. £65/0/0. June 5th.

V. S. Sweetman, 34, Jersey Road, Lampton, Middlesex, haulage contractor. £28/11/6. June 29th.

F. Howdin, 46, Larkfield Road, Rawdon, Yorks., haulage contractor. £34/9/0. July 6th.

B. Lewis and J. Cannon, R/O, New Tonkyne Bungalow, Wenalt Road, Tonna, Neath, haulage contractors. £25/5/8. June 25th.

John Bailey and Cecil Bailey, Riverside Villa, Feeder Road, St. Philips, Bristol, hauliers. £30/2/9. July 13th.

Chas. Stone, 190, Melbourne Road, Leicester, haulage contractor. £93/12/10. July 2nd.

Jack P. Hartley, 3, Harlington Road West, Feltham, Middlesex, haulage contractor. £26/0/0. July 1st.

Wm. Payne, 35, Albion Street, King's Cross, London, N., haulage contractor. £28/6/1. July 13th.

Hy. Giles, 8, Cambridge, Bath, Som., general haulier. £29/15/9. July 10th.

Albt. Hughes, Sedgley Road West, Tipton, Staffs., haulage contractor. £48/15/5. July 14th.

Gosling Bros., Ford House, Holdworth, Loxley, Yorks., haulage contractors. £39/3/0. July 1st.

A. Greensmith, Pitt Street, Sheffield, haulage contractor. £26/14/11. July 10th.

Wm. Raistrick, Queen's Road, Keighley, Yorks., haulage contractor. £31/12/5. July 15th.

Wright & Whitworth, 40, Springfield Road, Wickersley, Yorks., haulage contractors. £29/2/7. July 17th.

# The Gazette.

## Dissolutions of Partnership.

GEORGE RAVENSCROFT, JOSEPH RAVENSCROFT, STANLEY RAVENSCROFT and NORMAN RAVENSCROFT, haulage contractors, trading as J. Ravenscroft & Sons, 625 Stockport Road, Longsight, and Ross Avenue, Levenshulme, both Manchester. 30th July, 1931. All debts by Joseph Ravenscroft, Stanley Ravenscroft and Norman Ravenscroft, who will continue.

PERCY GEORGE BERNARD DUNNETT, HENRY JAMES SOUTER DUNNETT, REGINALD DUNNETT, LESLIE CLAUDE DUNNETT and HORACE DUNNETT, transport contractors, 112, Green Lanes, Stoke Newington, London, trading as P. S. Dunnett. 30th June, 1931. All debts by Percy George Bernard Dunnett, Henry James Souter Dunnett, Reginald Dunnett and Leslie Claude Dunnett.

SAM WYARTT and JAMES HINES WYARTT, trading as Wyartt Brothers, carriers and contractors, Bildeston, Suffolk. 3rd August, 1931. All debts by James Hines Wyartt, who will continue.

## The Bankruptcy Acts, 1914 and 1926.
## Bankruptcy Proceedings.

DAVID BRUCE ALMGILL, Bath House, Alne, Yorkshire, haulage contractor. Receiving order and order of adjudication, July 21st.

CHARLES EDWARD BARROW, Red Barn Garage, West Bergholt, Essex, haulage contractor, etc. Receiving order and order of adjudication, July 23rd.

THE DIRECT HAULAGE COMPANY, 31, Bury Street, Salford, Lancashire, haulage contractors. Receiving order, July 28th.

EDWARD GEORGE GODWIN (described in the petition and R.O. as Edwin George Godwin), 128, Bishops Road, Southampton, haulage contractor. Adjudication, July 4th. Public examination, August 19th, at Southampton.

PHILIP GEORGE NICKLIN, Yew Tree Farm, Ryton, Dorrington, Salop., haulage contractor, etc. Receiving order and order of adjudication, July 29th. Public examination, October 27th, at Shrewsbury.

FRANCES LOUISA RUSSELL, Monkeys Jump, West Wellow, carrier. Receiving order, August 5th, and order and adjudication, August 7th.

HARRY WILLIAMS, "Char-Mont," 10, Burnham Road, Chingford, Essex, cartage contractor. Order of adjudication, July 31st. Public examination, September 30th, at Upper Edmonton.

JOSEPH HENRY DAY, 2, Parker Street, Woodwell, Batley, Yorks., and BERTIE OSWALD DAY, Browns Terrace, Batley, trading as J. E. Day & Sons, 2, Parker Street, Woodwell, Batley, haulage contractors. Receiving order and order of adjudication, August 6th. Public examination, October 1st, at Dewsbury.

## Notices of Intended Dividend.

HAROLD FAZACKERLEY, 34, Linden Avenue, Orrell, near Wigan, Lancashire, furniture remover, etc., lately 2, Orrell Road, Orrell, near Wigan, Lancashire, and Burroughs Yard, Millgate, Wigan, and 120a, Oxford Street, Manchester, Lancashire. No. 4 of 1931. Claims to James Allcorn, Government Buildings, Victoria Street, Liverpool.

JACK PERCIVAL SMITH, Townsend, Mitcheldean, Gloucestershire, haulier, etc. No. 1 of 1930. Claims to John Davis Turner, 26, Baldwin Street, Bristol, Official Receiver.

EDWARD THOMAS MILLS, Melrose, Great Oakley, Essex, haulage contractor. No. 21 of 1930. Claims to Charles Leonard Nankivell, 5, Arcade Street, Ipswich.

WILLIAM JOHN FISHER, trading as Fisher & Fisher, 5 and 7, Highbury Street, Portsmouth, also at Star Street, Ware, Hertford, road transport contractor. No. 5 of 1931. Claims to William Henry Crocker, 102, Victoria Road North, Portsmouth.

## Notices of Dividend.

JOHN POULSON, the Barleymow Hotel, Milford, Staffordshire, late haulage contractor. No. 1 of 1931. First and final of 5s. 10½d. in the £. Payable at the Official Receiver's Office, 12, Lonsdale Street, Stoke-upon-Trent.

HORACE WHITEHEAD and HAROLD WHITEHEAD, trading as "Whitehead Brothers," Renishaw, Derbyshire, haulage contractors. No. 3 of 1931. First and final of 1s. in the £. Payable at the Official Receiver's Offices, 22, Regent Street, Park Row, Nottingham.

GEORGE DALEY, Senior, 34, Wall Street, Ripley, Derbyshire, haulage contractor, etc. No. 41 of 1929. First and final of 4¾d. in the £. Payable at the Official Receiver's Offices, 22, Regent Street, Park Row, Nottingham.

GEORGE DOUGLAS, (separate estate), No. 24 of 1930. First and final of 20s. in the £. Payable at the Official Receiver's Office, 12, Duke Street, Bradford.

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## New Companies.

**Barnett's (Buglawton), Ltd.** (258,042).—Private company. Registered July 25th. Capital £2,000 in £1 shares. Objects: To carry on business as haulage contractors, carters, furniture removers, general carriers, public works contractors, road repairers, quarry owners, dealers in stone, lime, coal, coke, tarred macadam, gravel, sand and other minerals, garage proprietors, motor mechanics and repairers, etc. The directors are: Mrs. P. A. Barnett, W. J. Barnett, W. Barnett.

**Thomas Williams & Company (Skewen), Ltd.** (258,128). — Private company. Registered July 29th. Capital £2,000 in £1 shares. Objects: To carry on the business of motor omnibus proprietors and carriers of passengers and goods in the County of Glamorgan and elsewhere. The first directors (to number not less than 2 nor more than 7) are to be appointed by the subscribers.

**Blue Bus Services (Derby), Ltd.** (258,171).—Private company. Registered July 31st. Capital £2,000 in £1 shares. Objects: To acquire the business of bus proprietors carried on by W. J. Whitehall, W. Brannan and E. Cranage, at Sherwood Street, Derby, as "Whitehall and Brannan." The permanent directors are W. J. Whitehall, W. Brannan, E. Cranage. Secretary: A. E. Hubbard.

**B. & A. Carrying Company, Ltd.** (258,295).—Private company. Registered August 7th. Capital £500 in £1 shares. Objects: To acquire the business now carried on at 1, Low Lights, North Shields, as the B. & A. Carrying Co., and to carry on the business of haulage contractors, forwarding agents and carriers, etc. The directors are: B. Lidgard, A. Davis, E. Gray, J. Gray (all permanent, subject to each holding £50 shares). Registered office: 1, Low Lights, Fish Quay, North Shields.

**Batchelar & Son, Ltd.** (258,334).—Private company. Registered August 10th. Capital £100 in £1 shares. Objects: To carry on the business of depository owners, furniture removers, drapers, furnishing and general warehousemen, etc. The first directors (to number not less than 2 nor more than 6) are to be appointed by the subscribers.

**O. U. R. Garages, Ltd.** (258,374). — Private company. Registered August 12th. Capital £1,000 in 750 ordinary shares of £1 each and 1,000 ordinary "A" shares of 5s. each. Objects: To carry on the business of garage and motor car proprietors, garagers and runners of motor cars, coaches, omnibuses, and chars-a-banc for the transport of persons and goods, carriage and body builders, etc. W. Parkes is life director and chairman. Registered office: National Provincial Chambers, Cheam Common Road, Worcester Park.

**David Mitchell (Meigle), Limited.** (16,543).—Private company. Registered August 15th, in Edinburgh. Capital £5,000 in £1 shares. Objects: To acquire and carry on the business of a haulage contractor, lately carried on by D. Mitchell. The directors are: W. Anderson, G. Anderson. Registered office: Kirkinch, Meigle.

**J. J. Baker, Ltd.** (258,629).—Private company. Registered August 26th. Capital £5,000 in £1 shares. Objects: To establish and carry on public motor services; and to carry on the business of proprietors, users, builders and repairers of motor omnibuses, etc. The directors are: J. J. Baker, J. H. Baker.

**Cooke's Motors, Ltd.** (258,616). — Private company. Registered August 26th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage contractors, carriers, purchasers, builders, owners and garagers of and dealers in vehicles, etc. The first directors (to number not less than 2 nor more than 5) are: W. Cooke, Mrs. F. Cooke. Secretary: W. E. Cooke. Registered office: 54 & 56, Brighton Road, Sutton.

**Maidstone & London Transport Co., Ltd.** (258,679).—Private company. Registered August 28th. Capital £1,000 in £1 shares. Objects: To carry on the business of haulage, cartage and removal contractors, motor and mechanical engineers, garage, motor bus, char-a-banc and taxi-cab proprietors, etc. The directors are: W. J. Ballard, C. Cooper.

## Mortgages and Charges.

**Robert Deards, Ltd.**—Issue on July 17th, 1931, of £3,000 debentures, part of a series already registered.

**Thomas Williams & Company (Skewen), Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated August 6th, 1931, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Reliable Haulage Company, Ltd.** — Mortgage dated August 7th, 1931, to secure £300, charged on certain lands and buildings at Earby, Yorks. Holder: A. Falconer, The Crossings, Earby.

**Blue Bus Services (Derby), Ltd.** — Debenture dated August 7th, 1931, to secure £750, charged on land at Derby and the company's undertaking and property, present and future, including uncalled capital. Holders: Branch Nominees, Ltd.

**Capon & Sons, Ltd.** — Land Registration Charge on 26/40 (even numbers), Vale Royal, York Road, Islington, dated August 10th, 1931, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

**Associated Canal Carriers, Ltd.** — Particulars filed of £10,000 debentures authorised August 12th, 1931, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £1,000.

**Lewins, Knox, Prior, Ltd.**—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated August 12th, 1931, to secure all moneys due or to become due from the company to Barclay's Bank, Ltd.

## Satisfactions.

*Note: Where the amount "originally secured" is stated, that is not necessarily the amount outstanding at the date of the satisfaction recorded below. There may have been previous partial satisfactions, registered or unregistered. The registration of Satisfactions is not compulsory.*

**Great Central Motor Service, Ltd.**—Satisfaction in full on August 20th, 1931, of five Land Registry Charges, two dated December 30th, 1925, and registered January 13th, 1926, one dated December 30th, 1925, and registered January 18th, 1926, one dated December 13th, 1928, and registered December 31st, 1928, and one dated August 28th, 1929, and registered August 31st, 1929. (According to the register of mortgages, the Land Registry Charges registered January 13th, 1926, January 18th, 1926, December 31st, 1928, and August 31st, 1929, originally secured all moneys due or to become due from the company to the Midland Bank, Ltd).


## NOTICES

**The World's Carriers is published monthly, on the 15th of each month. Annual Subscription, including World's Carriers Year Book and Diary, £1 1s., post free.**

**Advertisement tariff sent on request.**

**The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.**

**Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.**

**All remittances should be made payable to "The Carriers Publishing Company, Ltd.," Bangor House, 68 & 69 Shoe Lane, London, E.C.4, and crossed "Midland Bank, Ltd."**

**Telegrams: KARRIWORL, LUD, LONDON.** **Telephone: CENTRAL 6068 (2 lines).**


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FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

### FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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**SEPTEMBER, 1931.**

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## CARRYING TRADES' REVIEW

ESTABLISHED 1904

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

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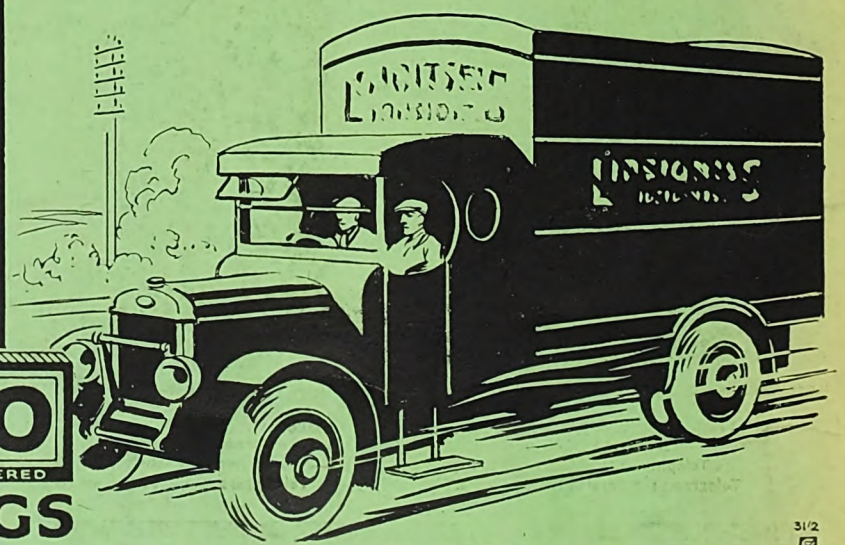

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This Chassis also supplied with the GARDNER Oil ENGINE, PRICE £903, EX WORKS, MAIDSTONE.

**MAIN FEATURES OF SPECIFICATION.**

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4-speed Gearbox.
12' 8" Wheelbase.
Four-wheel Brakes.
Marles Steering.
Tyres, 38' x 7" Dunlops.
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Complete Kit of Tools.

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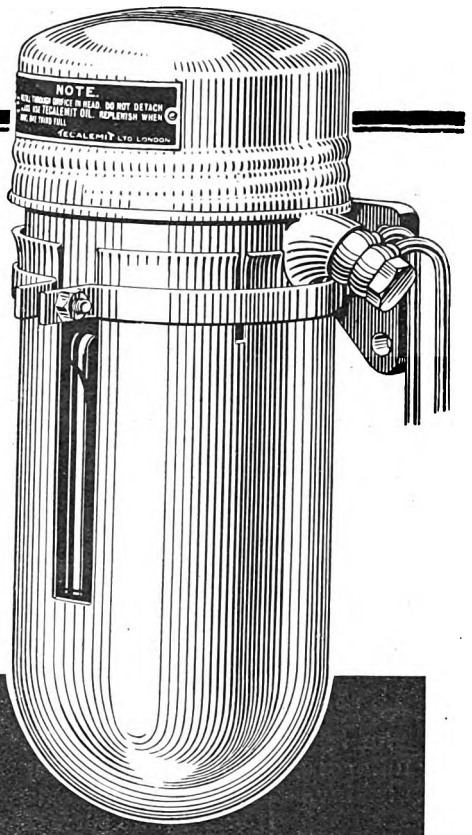
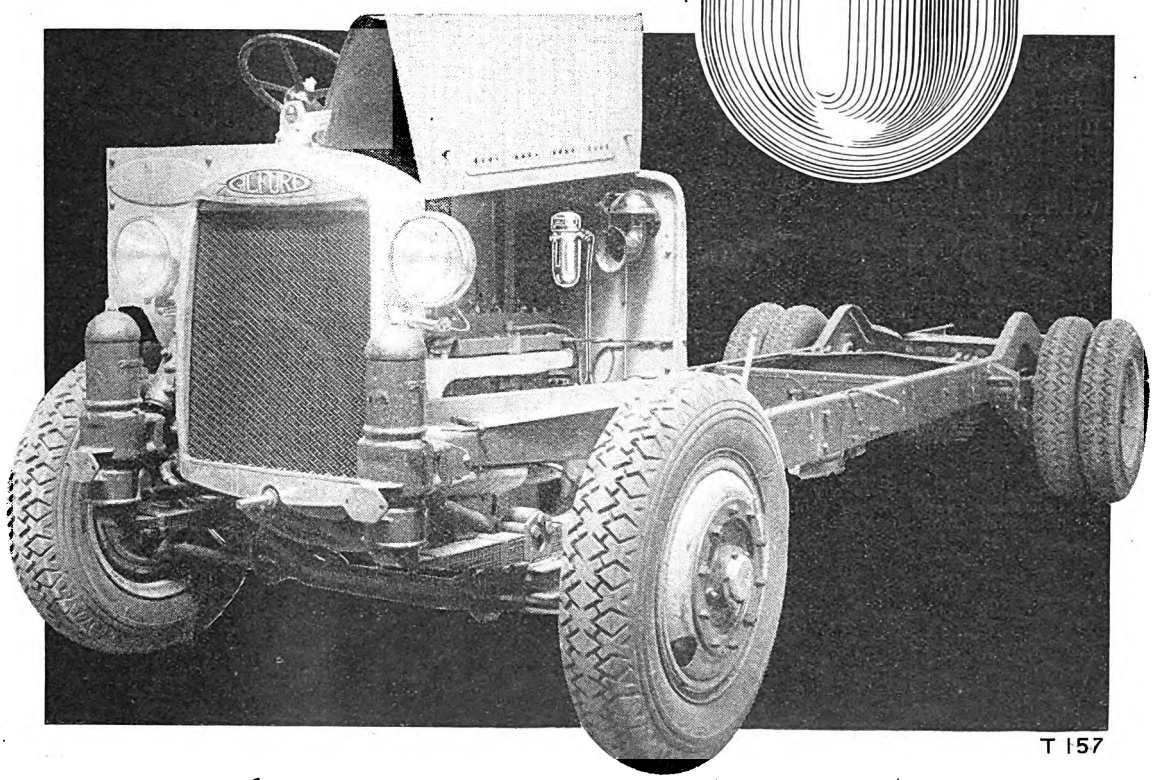
# TECALEMIT
## AUTOMATIC CHASSIS LUBRICATION

### The Gilford 168-O.T.




A FINE example of advanced chassis design, the six-cylinder Gilford 168-O.T. is equipped with Tecalemit Automatic Chassis Lubrication. Both manufacturers and transport owners have proved the great practical value of this system—an efficient and economical method of forcing lubricant into the chassis bearings by a continuous automatic action. Full particulars will be sent on request.

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**The larger tread area means fuller road-grip, gives better braking, better pulling, no skidding. It sits to the surface without jumping.**

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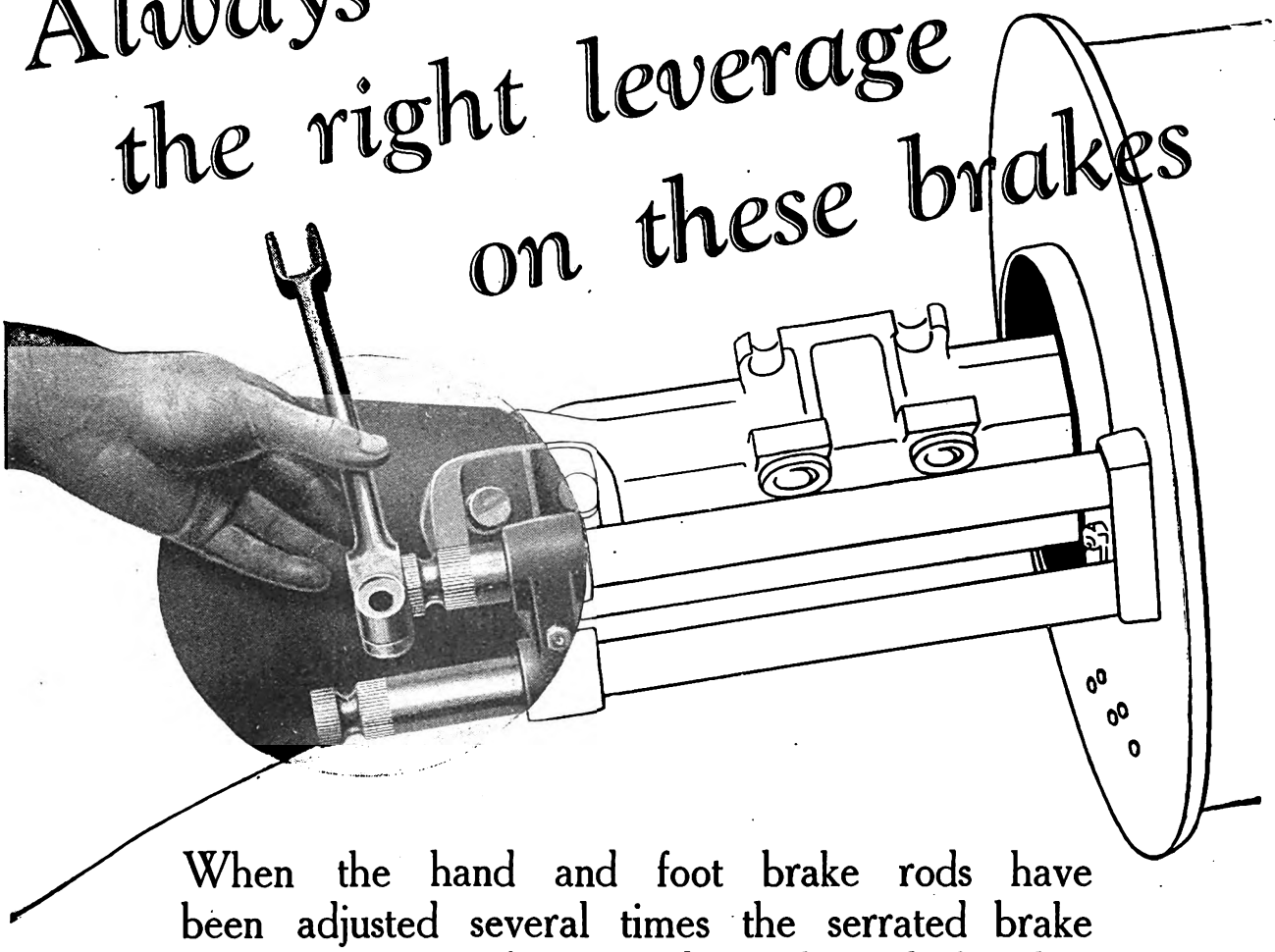

When the hand and foot brake rods have been adjusted several times the serrated brake cam levers can be turned on their shafts, thus restoring the original leverage and brake rod adjustment.

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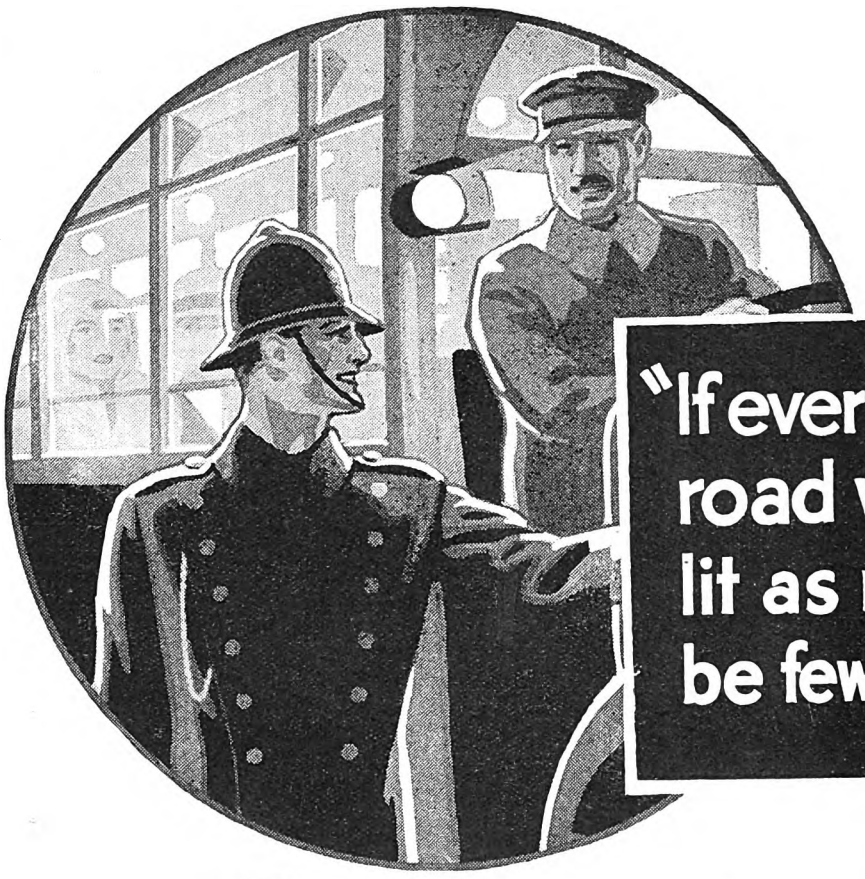

"If every 'bus on the road was as well lit as mine, there'd be fewer accidents!"

## The driver

The driver realised that driving behind good headlights gave him a feeling of assured safety as they sped along the quiet country roads—the conductor knew that the interior lights had greatly improved—since National Kathanode Batteries had been installed.

National Kathanode Batteries steadily flood the bus with inviting light, giving confidence to the driver and comfort to the passengers. National Kathanode Batteries are proving the ideal battery for bus illumination.

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BATTERIES
FOR BUS LIGHTING

NATIONAL ACCUMULATOR CO., LTD.
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# PERFORMANCE!

The following results were obtained by "The Commercial Motor" (and published in their issue of May 5th, 1931) during a road test which they recently conducted with the new Scammell pneumatic-tyred eight-wheeler. The vehicle was in every way a standard production, and the figures obtained are being borne out by machines of this type in daily service under similar conditions of operation.

| *WEIGHTS:* | *Tons* | *cwt.* | *qrs.* |
|---|---|---|---|
| *Chassis (maker's figure)* | *6* | *15* | *0* |
| *Body (maker's figure)* | *1* | *1* | *0* |
| *Test Load (To comply with regulations)* | *14* | *0* | *0* |
| *Driver and 2 passengers* | | *3* | *3* |
| *Gross weight as tested* | *21* | *19* | *3* |

*0.1705 b.h.p. per cwt. (gross) as tested; pay-load 63.63 per cent. of gross weight (when only 14 tons is carried).*

*TURNING CIRCLES: Right 40 ft. 6 ins.; left 42 ft. 9 ins.; 2¾ turns of steering wheel from full left lock to full right lock.*

*SPEED RANGE: On top gear 10 m.p.h. to 23 m.p.h.*

*FUEL EMPLOYED: Shell Mex No. 3.*

*FUEL CONSUMPTION: (with 14-ton Load) 5.97 m.p.g. at average speed 19.35 m.p.h. on 50-mile run, Watford-Aylesbury and back, give-and-take main road. 83.58 pay-load ton-miles per gallon; 131.34 gross ton-miles per gallon; with 17-ton load on exactly the same route 5.63 m.p.g. at average speed 18.18 m.p.h.; 95.71 pay-load ton-miles per gallon; 140.75 gross ton-miles per gallon. Tank capacity 25 gallons; fuel range about 135 miles. A 30-gallon reserve tank can be fitted.*

## SUMMARY OF ABOVE.

**MILES PER GALLON 5.97 TON MILES PER GALLON 131**
**AVERAGE SPEED - 19.35 PAY LOAD (TONS) - - 14**

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GLASGOW: 68-70, *Paterson Street.*
STRETFORD: *Bridgewater Street.*

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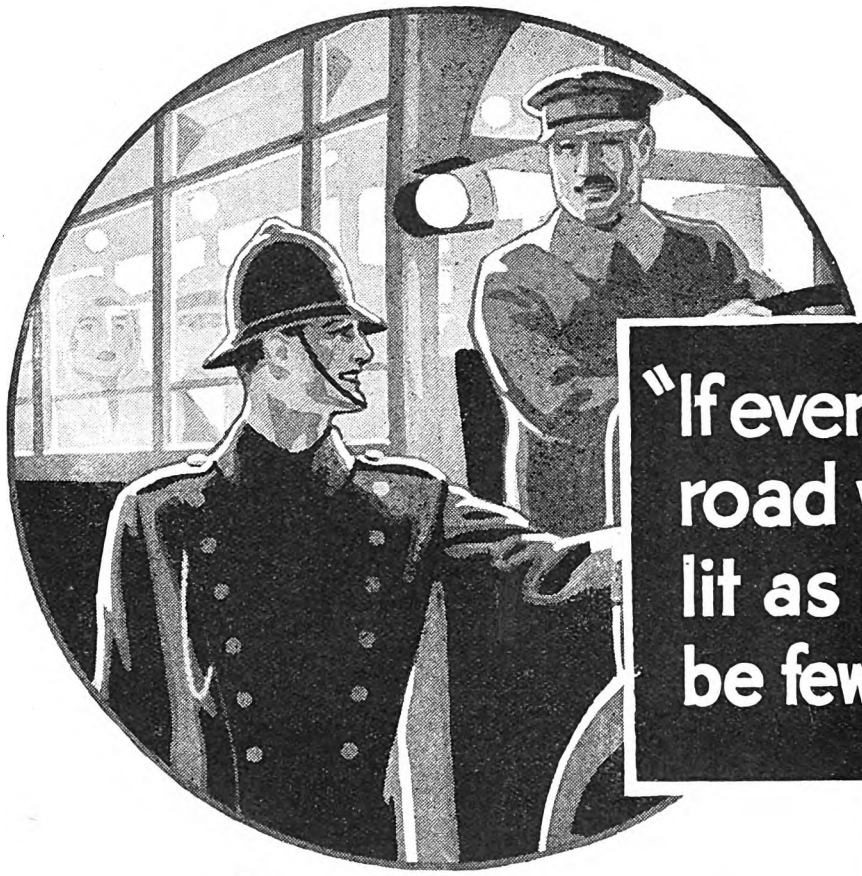

"If every 'bus on the road was as well lit as mine, there'd be fewer accidents!"

## The driver

The driver realised that driving behind good headlights gave him a feeling of assured safety as they sped along the quiet country roads—the conductor knew that the interior lights had greatly improved—since National Kathanode Batteries had been installed.

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| *Test Load (To comply with regulations)* - - | *14* | *0* | *0* |
| *Driver and 2 passengers* | | *3* | *3* |
| *Gross weight as tested* - | *21* | *19* | *3* |

*0.1705 b.h.p. per cwt. (gross) as tested; pay-load 63.63 per cent. of gross weight (when only 14 tons is carried).*

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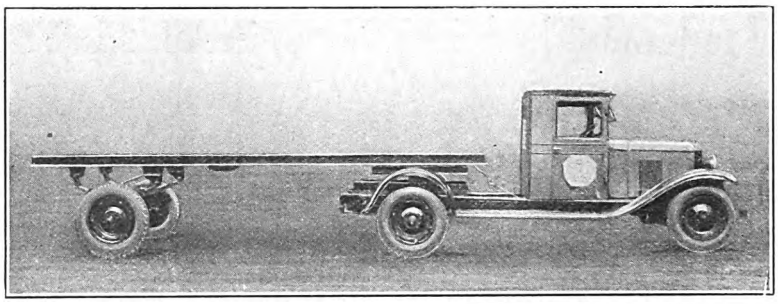

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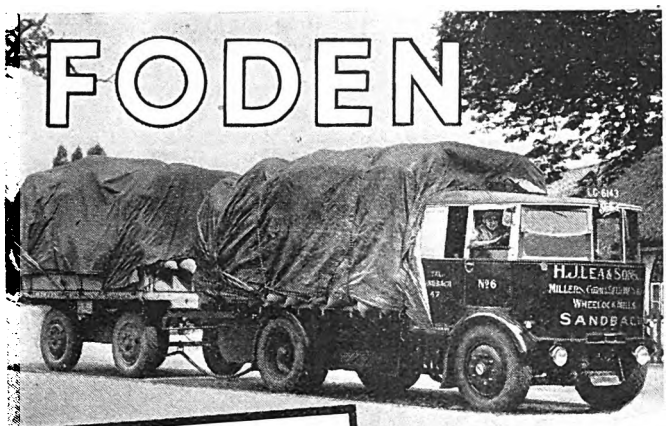


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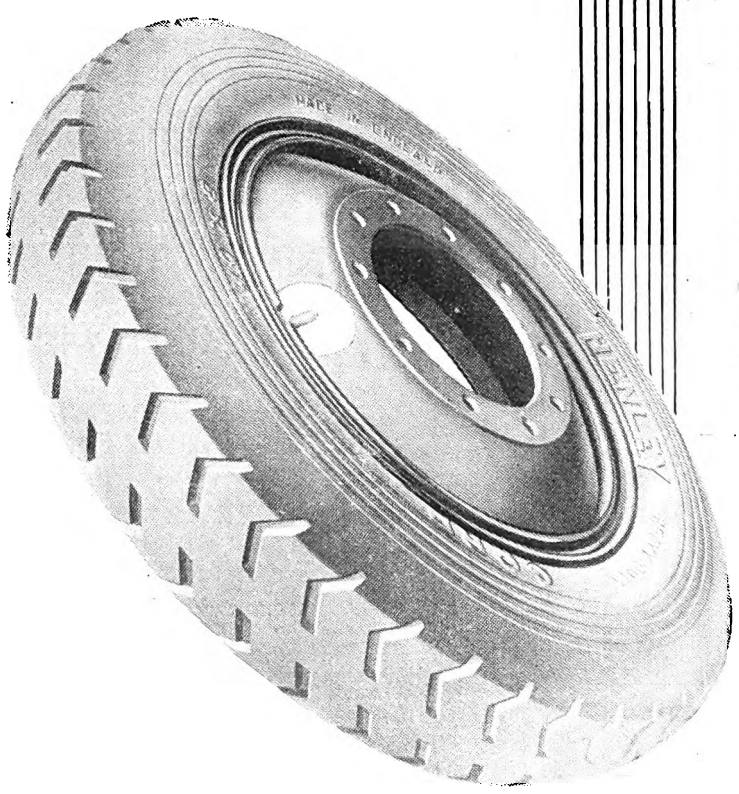


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# Coal Merchants—
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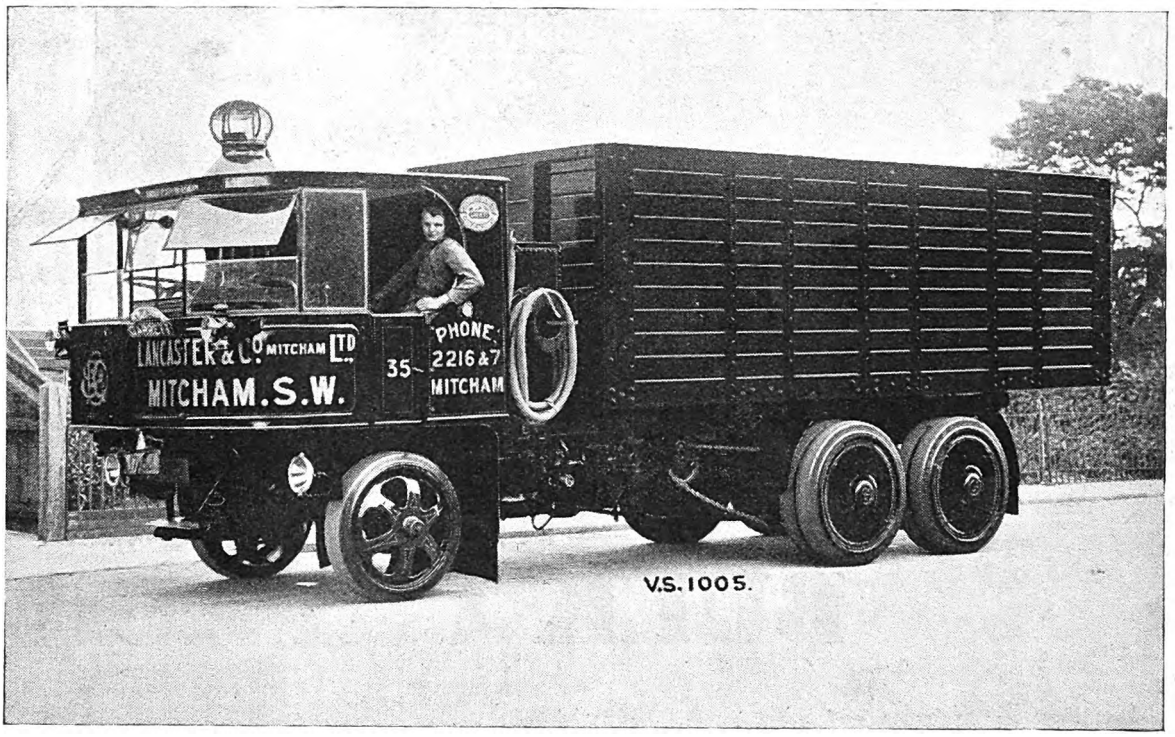


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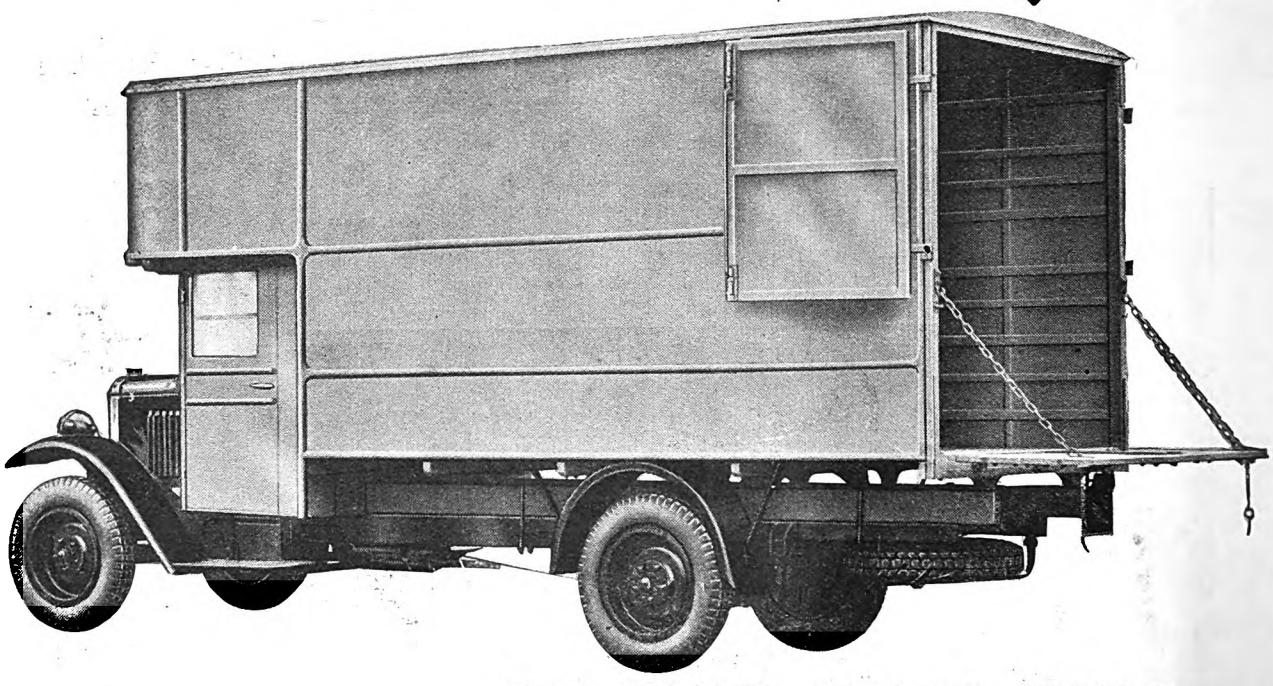

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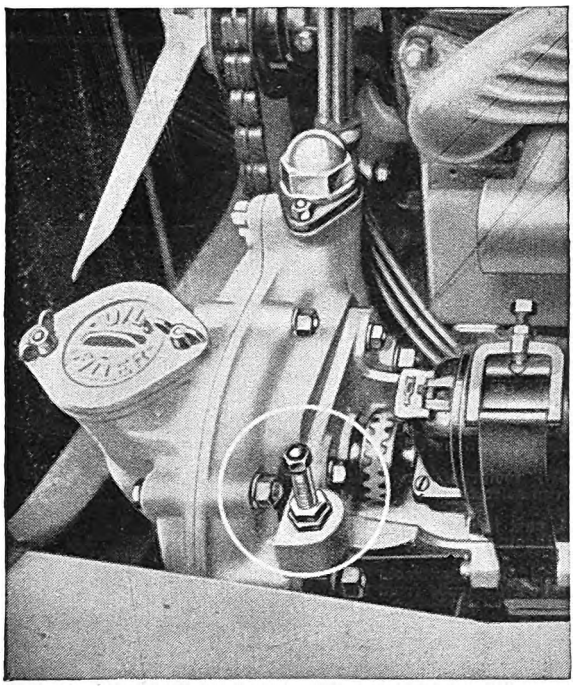

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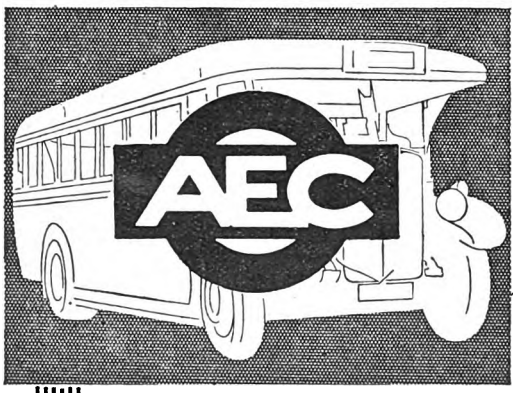
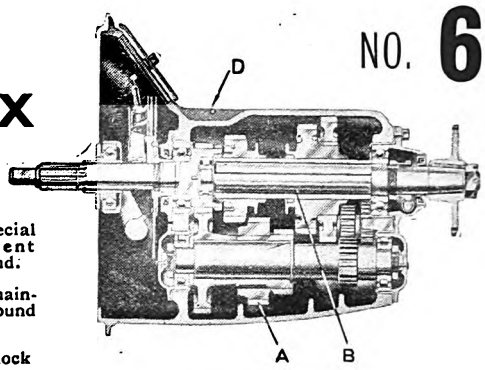



110 H.P. 6 CYL. CHASSIS

THE
## GEAR BOX

NO. 6

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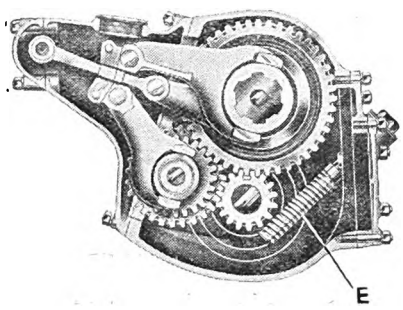


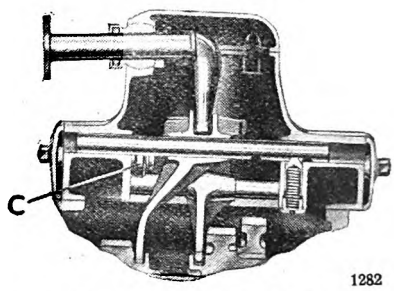


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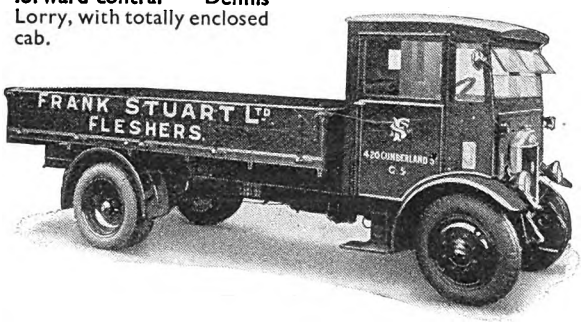


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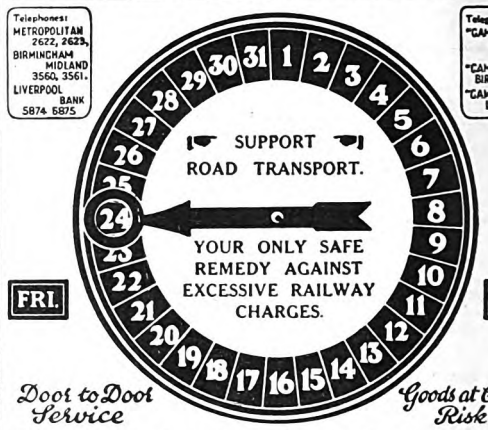


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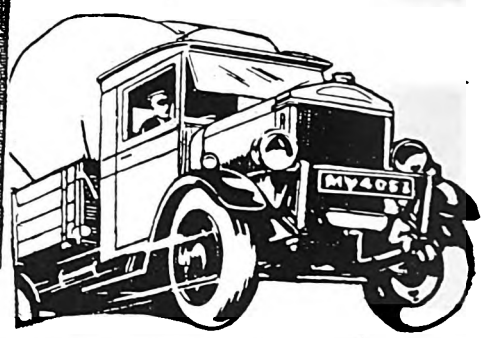


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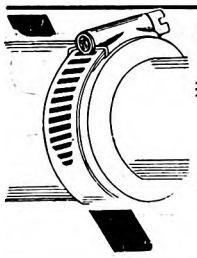

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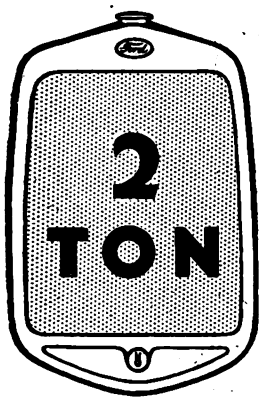


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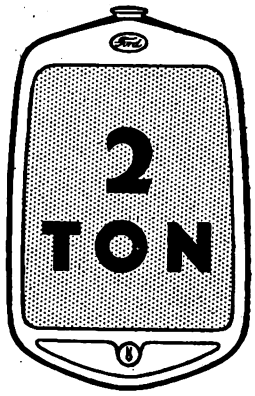


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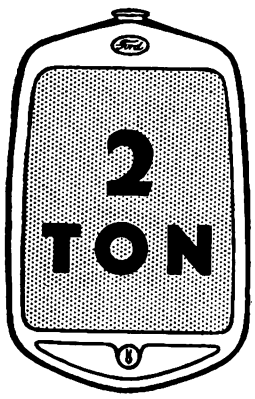


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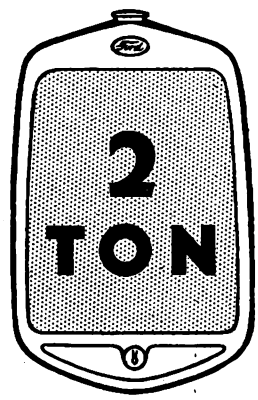


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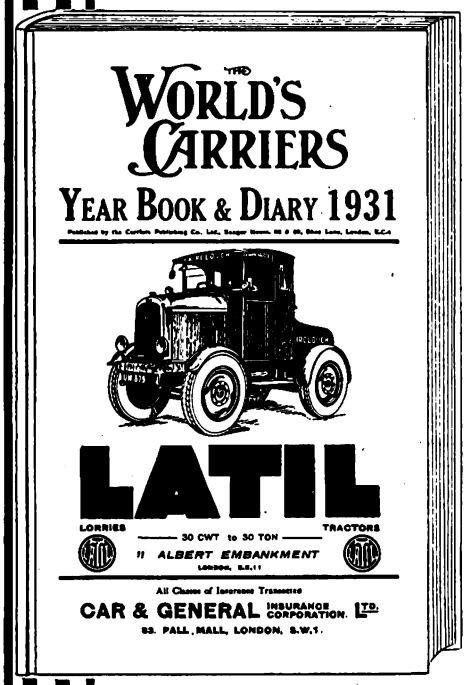


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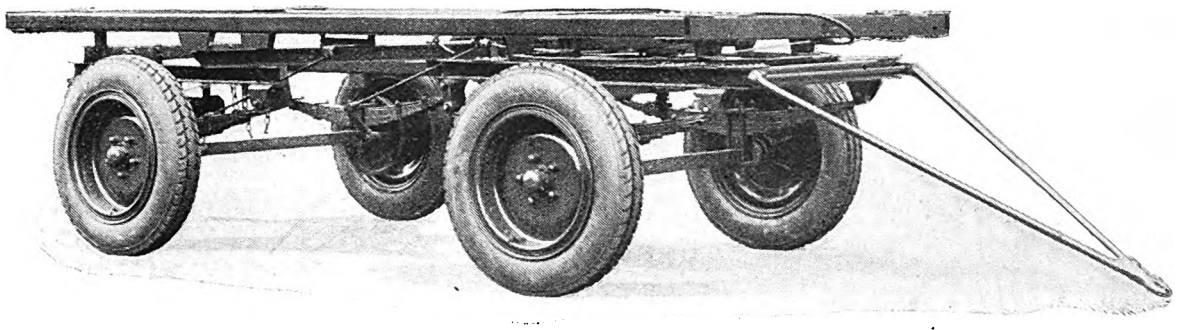

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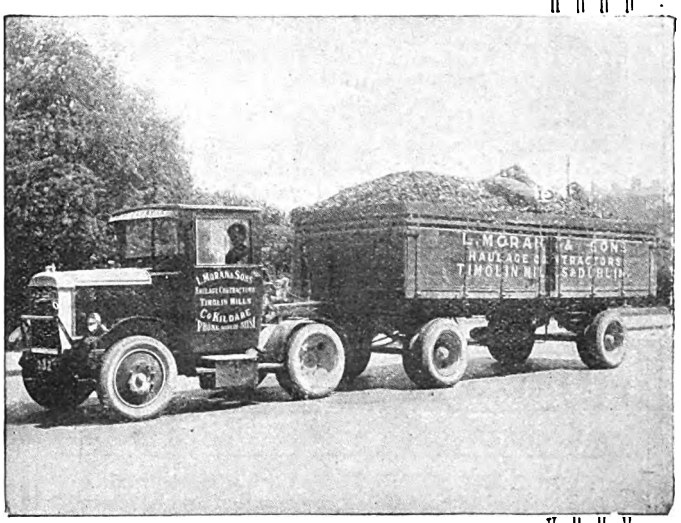

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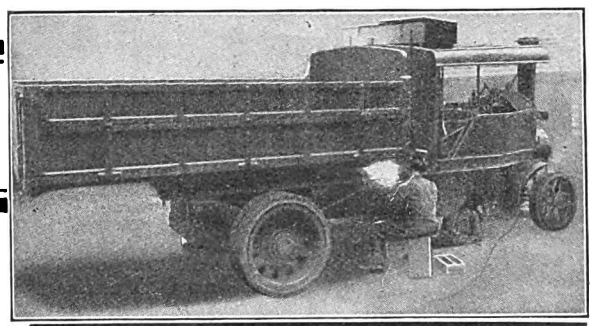

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**The latest date for the deposit of forms of entry, which can be obtained after October 1st, 1931, is February 1st, 1932 (January 1st if any exemptions are claimed). Full particulars and copies of previous question papers (price 1s. per set post free) may be obtained from the undersigned.**

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**July, 1931.**

These particulars of New Patents of interest to readers have been selected from the Official Journal of Patents, and are published by permission of the Controller of H.M. Stationery Office and the Official Journal of Patents can be obtained from the Patent Office, 25, Southampton Buildings, London, W.C.2, price 1s. weekly (annual subscription £2 10s.).

### LATEST PATENT APPLICATIONS.

24,037.—Burn, L., & Thompson Bros. (Bilston). Vehicle loading apparatus. August 26th.
24,088.—Liberge, A. System of levers for lifting loads. August 27th.
22,837. — Burn, E. O. Double-deck lorry loading device. August 13th.

### SPECIFICATIONS PUBLISHED.

354,580.—Lees & Co., Ltd., H., and Biles, A.W. Tipping apparatus for wagons and the like.
354,610. — Beyersmann, R. Bogey frame for lorry trailers.

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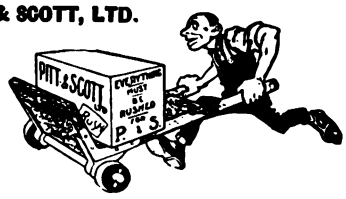


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**SHANGHAI**—THOS. COOK & SON, Ltd., Central Arcade, Nanking Road.

**SINGAPORE**—THOS. COOK & SON, Ltd., 39, Robinson Road.

**TIENTSIN**—THOS. COOK & SON, Ltd., 63, Victoria Road.

WELLINGTON, N.Z. Box 139 G.P.O. COLONIAL CARRYING Co. OF N.Z., LTD.

## Foreign Furniture Warehousemen and Removers.

**LONDON**—HENRY JOHNSON, SONS & CO., LTD. 18, Byward St., **London, E.C.** Tel. Royal 4833. 19, Castle St., **Liverpool.** Tel. Bank 1040, 24, Norfolk Row, **Sheffield.** 23251 & 2, and at **Birmingham.** 24, Rue St. Vincent de Paul, **Paris.** 4, Rue Anfray, **Havre.** General Shipping & Forwarding Agents, Motor Car Packers. Continental and Colonial Furniture Removers.

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# BUYERS' GUIDE.

## AIR SPRINGS.

MACDONALD, J., & CO., (PNEUMATIC TOOLS), Ltd., King Street, Pollokshaws, Glasgow.

## AIR TRANSPORT.

IMPERIAL AIRWAYS, Ltd., Airways House, Victoria Station, London, S.W.1.

## BALL BEARINGS.

RANSOME & MARLES BEARING CO., Ltd., Newark-on-Trent.
RHL BALL BEARINGS (Geo. H. Coppin), 151 High Holborn, W.C.2.
SKEFKO BALL BEARING CO., Ltd., Luton.
UNIVERSAL BALL BEARING REPAIR & MANUFG. CO., 111 The Grove, Hammersmith, W.6.

## BODIES, MOTOR.

ATKINSON JOSEPH (Liverpool), Ltd., 93, 95 and 97 Silvester Street, Liverpool.
BROMILOW & EDWARDS, Ltd., Foundry Street, Bolton.
CARRIMORE SIX-WHEELERS, Ltd., Carrimore Works, Gt. North Rd., North Finchley.
DUPLE BODIES & MOTORS, Ltd., Edgware Road, The Hyde, Hendon.
DYSON & CO., Ltd., R.A., 76/80 Grafton Street, Liverpool.
EAGLE ENGINEERING CO., Ltd., Eagle Works, Warwick.
JENNINGS, J. H., & SON, Ltd., Crewe Road, Sandbach, Cheshire.
JESSUPS (Motor Bodies), Ltd., Sugar House Lane, Stratford, E.15.
JOHN MARSTON'S CARRIAGE WORKS, Ltd., 21 to 28 Bradford Street, Birmingham.
LONDON LORRIES, Ltd., Spring Place, Kentish Town, N.W.5.
NORTHERN COUNTIES MOTOR & ENGINEERING CO., Ltd., Wigan Lane, Wigan.
PARK ROYAL COACHWORKS, Ltd., Abbey Road, Park Royal, N.W.10.
R.E.A.L. CARRIAGE WORKS, Ltd., Popes Lane, Ealing, W.5. 'Phone 5966.
ROBSON, WM. & THOS., Ltd., 60 Farringdon Road, E.C.1.
ROE, CHAS. H. (1923), Ltd., Crossgates, Leeds.
SMITH, C., & SON (GODALMING), Ltd., Wharf Street, Goldalming, Surrey.
STRACHANS (ACTON), Ltd., Wales Farm Road, North Acton, W.3.
TASKERS OF ANDOVER, Ltd., Waterloo Iron Works, Andover, Hants.
VICKERS (Crayford), Ltd., Motor Body Dept., Crayford Works, Crayford, Kent.

## BOILER REPAIRS.

ANGELL & WILLIAMS, Trafalgar Bridge Works, Sumner Road, Peckham, S.E.15.
ANGLO-SWEDISH ELECTRIC WELDING CO., Ltd., London, Newcastle and Glasgow.
FRASER &FRASER, Ltd., Bromley-by-Bow, E.3.

## BRAKES.

MARELLI MAGNETOS (Eng.), Ltd., 71, Bolsover Street, London, W.1.
WESTINGHOUSE BRAKE & SAXBY SIGNAL CO., Ltd., 82 York Road, N.1.

## BRAKE AND CLUTCH LININGS.

BRITISH BELTING & ASBESTOS, Ltd., 59 Southwark Street, S.E.
FERODO, Ltd., Sovereign Mills, Chapel-en-le-Frith.

## CHAINS.

BRAMPTON BROS., Ltd., Oliver Street, Birmingham.
COVENTRY CHAIN CO., Ltd., Coventry.
HANS RENOLD, Ltd., Manchester.

## COAL.

CAMROUX, Q. M. & CO., Ltd., Head Office, 121, Holland Park Avenue, W.11. Phone 6100 Park (4 lines). CAMROUX'S MERTHYR Motor Coal. Deliveries everywhere.
CORY, W., & SON, Ltd., Cory Buildings, Fenchurch Street, E.C.3. 'Phone, 9240 Avenue (14 lines). Telegrams, "Derrick, Fen, London."

## ELECTRIC TROLLEY BUSES.

ASSOCIATED EQUIPMENT CO., Ltd., in association with THE ENGLISH ELECTRIC CO., Ltd., Southall, Middlesex.
GUY MOTORS, Ltd., Fallings Park, Wolverhampton.

## ELECTRIC TRUCKS.

RANSOMES, SIMS & JEFFERIES, Ltd., Orwell Works, Ipswich.

## ELECTRIC VEHICLES.

GARRETT, RICHARD & SONS, Ltd., Leiston
GENERAL VEHICLE CO., Ltd., Devonshire Street, Bishopsgate, E.C.
RANSOMES, SIMS & JEFFERIES, Ltd., Orwell Works, Ipswich.

## ELECTRICAL EQUIPMENT (Lighting and Starting).

CHLORIDE ELECTRICAL STORAGE CO., Ltd., Clifton Junction, near Manchester.
M.C.L. & REPETITION, Ltd., Pool Lane, Langley, Birmingham.
NATIONAL ACCUMULATOR CO., Ltd., 93, Gt. Portland Street, W.1.
VANDERVELL, C. A., & CO., Ltd., Warple Way, Acton, W.3.

## FIRE EXTINGUISHERS.

MINIMAX, Ltd., Feltham, Middlesex.
PYRENE CO., Ltd., Great West Road, Brentford Middlesex.

## FURNITURE LIFT VANS.

ATKINSON, JOSEPH (Liverpool), Ltd., 93, 95 and 97 Silvester Street, Liverpool.
WINWOOD, F., Ltd., Van Building Dept. Lowesmoor, Worcester.

## FURNITURE PACKING.

EVAN COOK'S DEPOSITORIES, Ltd., 134 Queen's Road, Peckham, S.E.15.
WOODBRIDGE & CO., Ltd., 88 Fenchurch Street, E.C.3.

## FURNITURE VANS.

MANNING, W., & SON, Ltd., Coach and Body Builders and Repairers. Speciality Large Capacity Furniture Vans which Carry Passengers. 62 & 64, Compton Road, Birkdale. Phone 67048.

## GARAGE EQUIPMENT.

HARVEY FROST & CO., Ltd., 148 Gt. Portland Street, W.1
TANGYES, Ltd., Cornwall Works, Birmingham.

## HORSE SHOE PADS.

GRAY HORSE SHOE PAD CO., Ltd., 13-14, Suffolk Street, Birmingham.

## INSURANCE.

CAR & GENERAL INSURANCE CORPORATION, Ltd., 83 Pall Mall, London, S.W.
CO-OPERATIVE INSURANCE SOCIETY, Ltd., 107 Corporation Street, Manchester.
CRUSADER MOTOR POLICIES Ltd., 24/6, Holborn, E.C.1.
OCEAN ACCIDENT AND GUARANTEE CORPORATION, Ltd., 36/44 Moorgate, E.C.2.
PREMIER MOTOR POLICIES, Ltd., Glebe House, Sherborne Lane, E.C.4.
PROVIDENT MUTUAL LIFE ASSURANCE ASSOCIATION, 25 Moorgate, E.C.2.

## LAMPS.

OLDFIELD, J. & R., Ltd., Warwick Street, Birmingham (Telephone, Mid. 399; Telegrams, "Dependence").
TYER & CO., Ltd., Ashwin Street, E.8.

## LUBRICANTS.

ARNOTT, JAMES, & SONS,, Ltd., Newcastle-on-Tyne.
BLACKWELL, W., Victoria Oil Works, Birmingham.
BRETT'S OIL & GREASE CO., High Level Works, Gateshead-on-Tyne.
HOW, FRANK & CO., Ltd., 77-83 High St., Stratford, E.15.
JOY, EDWARD, & SONS, Ltd., Junction Street, Hunslet Lane, Leeds.
MATTHEW WELLS & CO., Ltd., Oil Works, Hardman Street, Manchester.
MORRIS & CO., (SHREWSBURY), Ltd., Welsh Bridge, Shrewsbury.
OILINE REFINING CO., South Road, Handsworth, Birmingham.
SHELL-MEX, Ltd., Shell Corner, Kingsway, W.C.2.
SNOWDON, SONS & CO., Ltd., Millwall, E.14.
STERNOL, Ltd., Royal London House, Finsbury Square, E.C.2.
TECALEMIT, Ltd., Great West Road, Brentford, Middlesex.
UPPER CYLINDER OILS, Ltd., 27 New St., Worcester.
VACUUM OIL CO., Ltd., Caxton House, Westminster, S.W.
WELLS (HENRY) OIL CO., Ltd., "GERM" Oils ("Wells-Southcombe" Process), 736-739 Salisbury House, Finsbury Circus, E.C.2.
WILLCOX, W. H. & CO., Ltd., 88 Southwark Street, S.E.1.

## LUBRICATOR MANUFACTURERS.

TECALEMIT, Ltd., Great West Road, Brentford, Middlesex.

## MAGNETO REPAIRS.

MAGDYNAMO, Ltd., 28 Bateman's Row London, E.C.2.

## MILEAGE RECORDERS.

CONTROLOGRAPH, 10 Charles St., Haymarket S.W.1. Telephone: Regent 2732.
DAVENPORT ACCESSORIES, Ltd., 12, Pembroke Street, N.1.
DICKINSON, F. E., St., Andrew's House, Holborn Circus, E.C.1.
RIPAULTS, Ltd., Odometer Works, King's Road, St. Pancras, London, N.W.1.
SPEEDOMETER SUPPLY CO., 12 Gt. Queen Street, Kingsway, W.C.2.

## MOTOR ACCESSORIES.

ACCESSORIES (EDINBURGH), Ltd., Queensferry Street Lane, Edinburgh.
BARRUS, E. P., Ltd., 35/37 Upper Thames Street, E.C.4.
BEATON, G., & SON, Ltd., Victoria Road, Willesden, N.W.10.
BECKETT, LAYCOCK & WATKINSON, Ltd., Acton Lane, Harlesden, N.W.10
BROWN, E. G., & CO., Ltd., West Road, Northumberland Park, Tottenham, N.17.
DESIDERIO, C. V., 143, Whitfield Street, London, W.1.
ROBINSON, L., & CO., 14, London Chambers, Gillingham, Kent.
SCHRADER'S SON, INC., A., 29 New St., Westminster, S.W.1.
TANGYES, Ltd., Cornwall Works, Birmingham.
VOKES, C. G., Ltd., 95-97 Lower Richmond Road, Putney, S.W.15.

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DARTFORD AUTOMOBILE ENGINEERING WORKS, Powder Mill Lane, Dartford.

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NATIONAL BENZOLE CO., Ltd., 30 Grosvenor Gardens, S.W.
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SHELL-MEX, Ltd., Shell Corner, Kingsway, W.C.2.

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SHEPPEE MOTOR CO., Ltd., Thomas St., Lawrence Street, York.

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EQUIPMENTS, Ltd., 159-161 Great Portland Street, W.1.
SHELL-MEX, Ltd., Shell Corner, Kingsway, W.C.2.
STEEL BARREL CO., Ltd., Phœnix Wharf, Uxbridge, Middlesex.

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ARMSTRONG-SAURER COMMERCIAL VEHICLES, Ltd., General Sales Dept., Broadway Buildings, Westminster, S.W.1.
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BEAN CARS, Ltd., Tipton, near Birmingham.
BRITISH MERCEDES BENZ, Ltd., 111, Grosvenor Road, S.W.1.
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GILFORD MOTOR CO., Ltd., 465 and 471a Holloway Road, N.7.
GOLIATH MOTORS, Ltd., 294 Pentonville Road, N.1.
GUY MOTORS, Ltd., Fallings Park, Wolverhampton.
HENLYS, Ltd., Henly House, Euston Road, N.W.1.
INTERNATIONAL HARVESTER CO., of Great Britain, Ltd., 259, City Road, E.C.1.
KARRIER MOTORS, Ltd., Karrier Works, Huddersfield.
LANCIA (ENGLAND), Ltd., Lancia Works, Alperton, nr. Wembley, London.
LATIL INDUSTRIAL VEHICLES, Ltd., 11 Albert Embankment, S.E.11.
LEYLAND MOTORS, Ltd., Leyland, Lancs.
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## TARPAULINS & LORRY COVERS.

EDGINGTON, JOHN, & CO., Ltd., Sardinia House, Kingsway, W.C.
STURGESS, W. H., London Road, Stoke-on-Trent.
WILSON & CO., JAS. (Manchester), Ltd., Paqua Works, Kemp Street, Oldham Road, Manchester.

## TOOLS.

ELLIN, THOS. R. (FOOTPRINT WORKS), Ltd., 31-47 Hollis Croft, Sheffield.
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LATIL INDUSTRIAL VEHICLES, Ltd., 11 Albert Embankment, S.E.11.
MASSEY-HARRIS, Ltd., 53-55, Bunhill Row, London, E.C.1.
MUNKTELL'S MEK. VERKSTADS A.-B. Eskilstuna, Sweden.

## TRACTORS, STEAM.

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FOWLER, JOHN, & CO., (Leeds), Ltd., Steam Plough Works, Leeds.
McLAREN, J. & H., Ltd., Midland Engine Works, Leeds.
ROBEY & CO., Ltd., Lincoln.

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ATKINSON, JOSEPH (Liverpool), Ltd., Black Bull Street, Leeds, and Silvester Street, Liverpool.
CARRIMORE SIX-WHEELERS, Ltd., Carrimore Works, Gt. North Rd., North Finchley.
DYSON & CO., Ltd., R. A., 76-80 Grafton Street, Liverpool.
EAGLE ENGINEERING CO., Ltd., 45, Pall Mall, S.W.1.
EAGLE ENGINEERING CO., Ltd., Eagle Works, Warwick.
FOSTER, WM., & CO., Ltd., Lincoln.
FOWLER, JOHN, & CO. (Leeds), Ltd., Leeds.
HARROW INDUSTRIAL CO., Ltd., Green Lane Works, Stanley Road, South Harrow, Middlesex.
RANSOMES, SIMS & JEFFERIES, Ltd., Orwell Works, Ipswich.
ROBEY & CO., Ltd., Lincoln.
"SENTINEL" WAGGON WORKS, Ltd., Shrewsbury.
TASKERS OF ANDOVER, Ltd., Waterloo Iron Works, Andover, Hants.

## TRAILER BRAKES.

TRAILER APPLIANCE CO., 44, Pall Mall, London, S.W.1.

## TYRE PRESSES.

HOLLINGS & GUEST, Ltd., Thimble Mill Lane, Birmingham.

## TYRES, AIRLESS.

HENLEY'S TYRE & RUBBER CO., Ltd., 20-22 Christopher St., Finsbury Sq., E.C.2.
MACINTOSH, CHAS., & CO., Ltd., Cambridge Street, Manchester.
N.A.P. PNEUMATIC TYRE CO., Ltd., Stonhouse Street, Clapham, S.W.

## TYRES, PNEUMATIC.

AVON INDIA RUBBER CO., Ltd., Melksham.
DOMINION RUBBER CO., Ltd., 47 Farringdon Street, E.C.4.
DUNLOP RUBBER CO., Ltd., Fort Dunlop, Birmingham.
ENGLEBERT TYRES, Ltd., 162 Gt. Portland Street, W.1.
FIRESTONE TYRE & RUBBER CO., Ltd., Great West Road, Brentford, Middlesex.
HENLEY'S TYRE & RUBBER CO., Ltd., 20-22 Christopher St., Finsbury Sq., E.C.2.
MACINTOSH, CHAS., & CO., Ltd., Cambridge Street, Manchester.
NORTH BRITISH RUBBER CO., Ltd., 204 Tottenham Court Road, W.1.
ST. HELENS CABLE & RUBBER CO., Ltd., Slough.
TROWBRIDGE TYRE & RUBBER CO., Ltd., 117 Victoria Street, Westminster, S.W.1.

## TYRES, SOLID BAND.

AVON INDIA RUBBER CO., Ltd., Melksham.
CONNOLLY, Ltd., J. W. & T., Wharfdale Road, King's Cross, N.1.
DUNLOP RUBBER CO., Ltd., Fort Dunlop, Birminghm.
HENLEY'S TYRE & RUBBER CO., Ltd., 20-22 Christopher St., Finsbury Sq., E.C.2.
MACINTOSH, CHAS., & CO., Ltd., Cambridge Street, Manchester.
NORTH BRITISH RUBBER CO., Ltd., 204 Tottenham Court Road, W.1.
POPPE RUBBER & TYRE CO., Sherland Road, Twickenham.
ST. HELENS CABLE & RUBBER CO., Ltd., Slough.
TROWBRIDGE TYRE & RUBBER CO., Ltd., 117 Victoria Street, Westminster, S.W.1.
WALLINGTON, WESTON & CO., Ltd., St. John's Mills, Frome.

## VALVES FOR ENGINES.

JAMES, W. G., Ltd. (Crypto Valves), 14, Mortimer Street, London, W.1.

## WAGON TANKS.

FRASER & FRASER, Ltd., Bromley-by-Bow, E.3.
STEEL BARREL CO., Ltd., Phœnix Wharf, Uxbridge, Middlesex.
THOMPSON BROS. (BILSTON), Ltd., Bradley Engineering Works, Bilston, Staffs.

## WELDING.

ANGELL & WILLIAMS, Trafalgar Bridge Works, Sumner Road, Peckham, S.E.15
ANGLO-SWEDISH ELECTRIC WELDING CO., Ltd., London, Newcastle and Glasgow.
FRASER & FRASER, Ltd., Bromley-by-Bow, E.3.

## WHEELS.

CARSON, F. M., 27 Upper Thames Street, London, E.C.4.
ELECTRIC STEEL CASTINGS CO., Ltd., Wentworth Chambers, Pinstone Street Sheffield.



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| Associated Equipment Co., Ltd. | Southall | 2424 Southall | 14 |
| Australian Municipal Journal | Melbourne | | — |
| Automobile Engineering Training College. | London | 8704 Flaxman | 23 |
| Automotive Products Co. | London | 1373 Langham | — |
| Avon India-Rubber Co., Ltd. | Melksham | 71-2-3 Melksham | Cover iv |
| Bean Cars, Ltd. | Tipton | 253 Tipton | — |
| Burford, H. G., & Co. | Teddington | 883 Molesey | — |
| Car & Gen. Ins. Corp., Ltd. | London | 6161 Whitehall | Cover i |
| Carriers Publishing Co., Ltd. | London | 6068-9 Central | 20, 22 |
| Carrimore Six-Wheelers, Ltd. | London | 1113 Hillside | — |
| Chloride Electrical Storage Co., Ltd. | Clifton Junction | 481 Pendleton | 12 |
| City of Birmingham Commercial College | Birmingham | | — |
| Commer Cars, Ltd. | Luton | 192 Luton | 13 |
| Cook & Son, Ltd., Thos. | Various | | 33 |
| Cory, Wm., & Son, Ltd. | London | 2500 Monument | — |
| Crook, Walter | London | 3481 New Cross | 23 |
| Dennis Bros., Ltd. | Guildford | 1575 Guildford | 16 |
| Desiderio, C. V. | London | 7946 Museum | 16 |
| Dickinson, F. E. | London | 8138 City | 22 |
| Dunlop Rubber Co., Ltd. | Birmingham | 4108 Central | 17 |
| Eagle Engineering Co., Ltd. | London | 8537 Whitehall | 21 |
| Eagle Engineering Co., Ltd. | Warwick | 126 Warwick | 21 |
| Eastern Express Co., Ltd. | Karachi | | 522 |
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| Evan Cook's Depositories, Ltd. | London | 0447 New Cross | 7 |
| Ferodo, Ltd. | Chapel-en-le-Frith | 19 and 20 | Cover i |
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| Fodens, Ltd. | Sandbach | 45-6 Sandbach | 7 |
| Ford Motor Co., Ltd. | London | 7272 Regent | 19 |
| Fowler, John, & Co. (Leeds), Ltd. | Leeds | 21641 Leeds | 14 |
| Fraser & Fraser, Ltd. | London | 0066 and 0710 Esat | 18 |
| Gammons, Walter, Ltd. | London | 2622 Metropolitan | 16 |
| Garrett, Richard & Sons, Ltd. | Leiston | 16 Leiston | 9 |
| Gilford Motor Co., Ltd. | London | 2646 Archway | — |
| Gray Horse Shoe Pad Co., Ltd. | Birmingham | 1488 Midland | — |
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| Harrow Industrial Co., Ltd. | London | 3131 Harrow | 6 |
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| Institute of Transport | London | 6030 Temple Bar | 23 |
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